

GENERAL NOTES

DESIGN CRITERIA (TO BE ADDED)

CONSTRUCTION SEQUENCE

- THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE PRIOR TO BEGINNING WORK AT THE SITE THAT INCORPORATES AND SCHEDULES ELECTED ADDITIVE BID ITEMS. IN GENERAL, THE SEQUENCE OF WORK SHALL BE:
 - PROVIDE TEMPORARY SANITARY FACILITIES.
 - CONSTRUCT EAST AND WEST PILING AND PILE CAPS.
 - REMOVE MARINE LOADING ARM.
 - CONSTRUCT CENTER PILING AND PILE CAPS.
 - REPAIR DECK AND RE-INSTALL MARINE LOADING ARM
 - PRESSURE INJECT INDICATED CONCRETE CRACKS.
 - REPLACE DAMAGED FENDER ELEMENT.
 - DEPENDING ON ELECTION OF DOCK HOUSE REPAIR OR REPLACEMENT, SEQUENCE CONSTRUCTION AS DIRECTED BY PCCA.
 - DEPENDING ON ELECTION OF BREASTING STRUCTURE ADDITIVE BID ITEMS, SEQUENCE CONSTRUCTION AS DIRECTED BY PCCA.
- THE USER OF OIL DOCK 9 (FLINT HILLS) SHALL REMOVE AND RE-INSTALL SELECTED PIPING AND EQUIPMENT (NOTED ON THE DRAWINGS) FROM THE DOCK STRUCTURE TO ALLOW INSTALLATION OF PILING AND NEW CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE IN HIS SCHEDULE, APPROXIMATE DATES REQUIRED FOR REMOVAL AND INSTALLATION OF THESE ITEMS. FURTHERMORE, THE CONTRACTOR SHALL PROVIDE THE PORT OF CORPUS CHRISTI AND FLINT HILLS, 72 HOUR NOTICE, PRIOR TO THE CONSTRUCTION ACTIVITY THAT REQUIRES REMOVAL OF THE ITEMS NOTED ON THE DRAWINGS.
- THE CONSTRUCTION SEQUENCE ABOVE IS GENERAL IN NATURE. THE CONTRACTOR HAS THE OPTION OF PROPOSING AN ALTERNATIVE CONSTRUCTION SEQUENCE. THE CONTRACTOR SHALL SUBMIT HIS ALTERNATIVE CONSTRUCTION SEQUENCE TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

DEMOLITION AND SALVAGE

- DEMOLITION OF EXISTING FEATURES SHALL BE AS INDICATED ON THE PLANS AND SPECIFICATIONS.
- DEMOLITION OF EXISTING FACILITIES UNLESS NOTED OTHERWISE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF LEGALLY AND PROPERLY.
- IN THE EVENT THAT THE PCCA ELECTS ADDITIVE BID ITEM 1, THE PCCA SHALL RETAIN OWNERSHIP OF THE FOLLOWING EQUIPMENT AFTER REMOVAL BY THE CONTRACTOR:
 - WINDOW MOUNTED A/C UNIT
 - HEATER CONTACTOR ENCLOSURE & INTERNAL COMPONENTS
 - CONTACTOR PANEL & INTERNAL COMPONENTS
 - BREAKER PANEL
 - SPACE HEATER
 - PANEL BOARD AND INTERNAL COMPONENTS
 - PHONE & RINGER ASSEMBLY
 - TELEPHONE RINGER RELAY AND ENCLOSURE
 - TELEPHONE BELL
 - PHOTO CELL & ENCLOSURE
 - EXTERIOR AND INTERIOR LIGHT FIXTURES
- ALL SALVAGED EQUIPMENT SHALL BE CAREFULLY REMOVED AND STORED WITHOUT DAMAGE TO ANY ITEMS.

HORIZONTAL AND VERTICAL CONTROL

- COORDINATES SHOWN ARE STATE PLANE GRID, TEXAS SOUTH ZONE, NAD'27 IN U.S. FEET.
- ALL ELEVATIONS SHOWN ARE CORPS OF ENGINEERS MEAN LOW TIDE DATUM.
- MONUMENTS USED FOR HORIZONTAL AND VERTICAL CONTROL ARE AS FOLLOWS:

◆ VA-2	N 791,941.19	SPND1	N 792,097.32
	E 2,316,081.34		E 2,315,610.10
	ELEV. 6.94' MLT		ELEV. 9.25' MLT

SOIL BORINGS

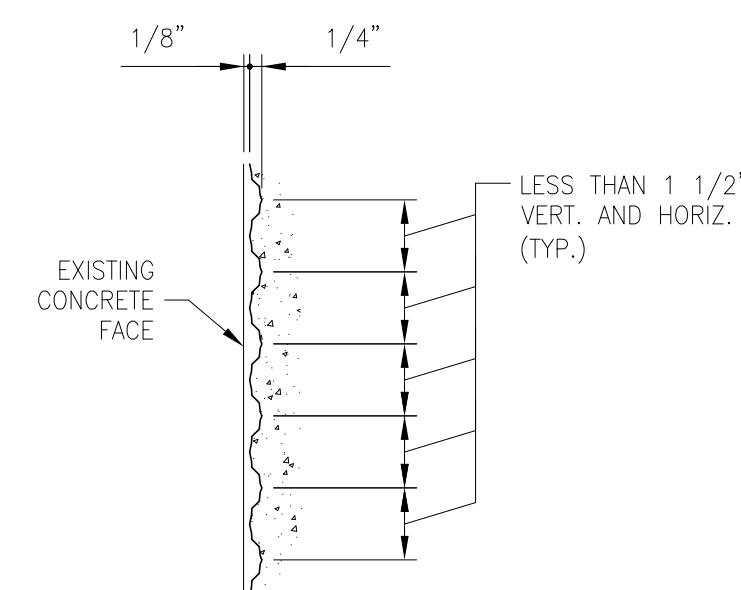
- BORING LOGS ARE FROM GEOTECHNICAL REPORT TITLED: "REPORT OF SUBSURFACE EXPLORATION PROPOSED BULKHEAD ADDITIONS - OIL DOCK 9, PORT OF CORPUS CHRISTI, TEXAS", PROJECT NO. 611.031, OCTOBER 21, 1986; PREPARED BY SOIL AND FOUNDATION ENGINEERS, INC. DEXTER BACON, P.E. (SEE SHEET 4).
- FOR GRAPHICAL LOCATION OF BORING, REFER TO SHEET 3.
- SOIL INVESTIGATION DATA IS PROVIDED FOR THE INFORMATION AND CONVENIENCE OF THE CONTRACTOR. THE OWNER AND ENGINEER DISCLAIM ANY RESPONSIBILITY FOR THE ACCURACY, TRUE LOCATION AND EXTENT OF THE SOIL INVESTIGATION THAT HAS BEEN PREPARED BY OTHERS. THEY FURTHER DISCLAIM RESPONSIBILITY FOR INTERPRETATION OF THAT DATA BY THE CONTRACTOR, AS IN PROJECTING SOIL-BEARING VALUES, SOIL STABILITY, AND THE PRESENCE, LEVEL, AND EXTENT OF UNDERGROUND WATER, ETC. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH SUBSURFACE AND GROUND WATER CONDITIONS PRIOR TO CONSTRUCTION.
- SOIL INVESTIGATION REPORTS ARE NOT A PART OF THE CONTRACT DOCUMENTS. SOIL BORING LOGS ARE INCLUDED ON THIS SHEET FOR REFERENCE PURPOSES ONLY.
- SURFACE ELEVATIONS SHOWN ON BORING LOGS ARE APPROXIMATE. REFER TO EXISTING SITE PLANS FOR SURVEY ELEVATIONS. CONTRACTOR SHALL CONDUCT HIS OWN SURVEYS FOR CURRENT ELEVATIONS.

STEEL PIPE PILING

- ALL PIPE PILES SHALL BE SEAMLESS, SPIRAL WELD OR WELDED STRAIGHT SEAM. THE PIPE MATERIAL SHALL HAVE A MINIMUM 50 KSI YIELD AND A MINIMUM 65 KSI TENSILE STRENGTH.
- DRIVING TOLERANCES:
 - MAXIMUM VARIATION FROM PLANNED PILE HEAD LOCATION SHALL BE = 1 1/2"
 - MAXIMUM VARIATION FROM HORIZONTAL BATTER (ANGLE ON PLAN) SHALL BE 2 DEGREES
 - MAXIMUM VARIATION FROM PLUMB FOR VERTICAL PILING SHALL BE 1/2" IN 10'
 - ALLOWABLE VARIATION FROM REQUIRED BATTER FOR BATTER PILING SHALL BE 1/4" PER VERTICAL FT
- PILES SHALL BE DRIVEN USING TEMPLATES OR OTHER MEANS NECESSARY TO COMPLY WITH THE ABOVE TOLERANCES. PILES SHALL BE INSTALLED TO TIP ELEVATIONS INDICATED.
- MINIMUM INSTALLED LENGTH MAKES NO ALLOWANCE FOR TEMPLATES, CUT-OFFS, DRIVING WITH A "STINGER", ETC. CONTRACTOR SHALL ENSURE THAT SUFFICIENT PIPE PILE LENGTH IS FABRICATED SO THAT THE REQUIRED PIPE PILE PENETRATION CAN BE OBTAINED.
- ALL PIPE BUTT WELDS SHALL BE COMPLETE PENETRATION, PRE-QUALIFIED WELDS AND SHALL BE 100% X-RAYED.
- PILE DRIVING WILL BE PERFORMED IN CLOSE PROXIMITY TO EXISTING PIPING AND EQUIPMENT. CONTRACTOR SHALL TAKE ADDITIONAL PRECAUTIONS TO PREVENT DAMAGE TO SURROUNDING PIPING AND EQUIPMENT.
- CONTRACTOR SHALL PROVIDE RIGID TEMPLATES, BOLTED OR ANCHORED TO THE DOCK STRUCTURE, TO PREVENT PILING BEING INSTALLED FROM SWINGING OR DRIFTING INTO ADJACENT EQUIPMENT OR PIPING, AS NECESSARY. THE REQUIREMENT IS REQUIRED, AS A MINIMUM AT PILING B2, B4 AND E3. PILE D5 MAY REQUIRE A RIGID TEMPLATE TO INSTALL ON A BATTER AND AVOID CONFLICT WITH EXISTING PIPING AND EXISTING ELECTRICAL CONDUIT.
- ALL MODIFICATIONS TO THE DOCK STRUCTURE SHALL BE REPAIRED AFTER REMOVAL OF TEMPLATES.
- CONTRACTOR SHALL ALSO RESTRAIN HAMMER LEAD BOTTOM TO PREVENT CONTACT WITH ADJACENT EQUIPMENT.
- CONTRACTOR SHALL COOPERATE AND PROVIDE SUPPORT FOR DYNAMIC MONITORING DURING INSTALLATION OF 2 TEST PILE LOCATIONS. DYNAMIC PILE TESTING, MONITORING AND ANALYSIS SHALL BE PAID FOR BY THE PCCA. ONE PILE MAY REQUIRE A RESTRIKE BETWEEN 24 TO 72 HOURS AFTER INITIAL DRIVING.

STRUCTURAL STEEL

- ALL STRUCTURAL STEEL W-SHAPES AND C-SHAPES SHALL CONFORM TO ASTM A992. ALL ANGLE AND PLATE SHALL CONFORM TO ASTM A36. ALL STRUCTURAL STEEL SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION. THE FABRICATION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF AMERICAN INSTITUTE OF STEEL CONSTRUCTION, STEEL CONSTRUCTION MANUAL.
- ALL BOLTS SHALL BE ASTM A325. ALL BOLTS AND NUTS SHALL BE HOT DIPPED GALVANIZED, UNLESS NOTED OTHERWISE.
- ALL PIPE SECTIONS SHALL CONFORM TO ASTM A53, GRADE B, UNLESS NOTED OTHERWISE.
- ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY CODE, D1.1, LATEST EDITION. PROVIDE MINIMUM 1/4" FILLET WELD AT ALL CONNECTIONS UNLESS SPECIFIED OTHERWISE. PROVIDE SEAL WELD AT STEEL CONTACT POINTS OF WELDED CONNECTIONS. ALL WELDING ELECTRODES SHALL BE E70XX
- MINIMUM PLATE THICKNESS SHALL BE 3/8" CONFORMING TO ASTM A36.
- CONTRACTOR MAY BOLT UNITS TOGETHER TO ALIGN PRIOR TO WELDING.
- ALL GRATING SHALL BE SERRATED TOP AND ATTACHED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- HOT DIP GALVANIZE ALL GRATING AND HANDRAIL SECTIONS AFTER FABRICATION. PROVIDE HOT DIP GALVANIZED BOLTED CONNECTION FOR FIELD ERECTION EXCEPT AT HANDRAIL POSTS.
- BAND ALL GRATING CUT EDGES PRIOR TO GALVANIZING. BANDING SHALL BE MIN 1/4" X 1 1/2" BAR WELDED TOP AND BOTTOM AT EACH BEARING BAR.



1 ILLUSTRATION OF CONCRETE NOTE 6
2 2 SCALE: 3"=1'-0"

CONCRETE

- ALL CONCRETE, EXCEPT AS NOTED, SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5000 PSI IN ACCORDANCE WITH THE TECHNICAL SPECIFICATION SECTION 03 30 00.
- THE MAXIMUM WATER TO CEMENTITIOUS RATIO, BY WEIGHT SHALL BE 0.40.
- A HIGH RANGE WATER REDUCING ADMIXTURE IN ACCORDANCE WITH THE SPECIFICATIONS SHALL BE USED IN ALL CONCRETE.
- ALL EXPOSED CORNERS SHALL BE PROVIDED WITH MINIMUM 1/4" CHAMFER, UNLESS OTHERWISE NOTED.
- CONCRETE FINISHES SHALL BE IN ACCORDANCE WITH TECHNICAL SPECIFICATION 03 35 00.
- PROPER ROUGHENING AND RESULTING PROFILE IS CRITICAL TO SHEAR TRANSFER FROM EXISTING CONCRETE TO NEW CONCRETE. PRIOR TO CASTING NEW CONCRETE AGAINST EXISTING CONCRETE SURFACE, ROUGHEN THE EXISTING SURFACE. THE EXISTING SURFACE SHALL BE FREE OF LAITANCE AND SHALL BE ROUGHENED TO FULL AMPLITUDE OF 1/4" MINIMUM. REFER TO DETAIL "1" ON THIS SHEET. APPLY BONDING AGENT IN ACCORDANCE TO TECHNICAL SPECIFICATION 03 30 00.

REINFORCING STEEL

- ALL REINFORCING STEEL SHALL BE DEFORMED STEEL BARS CONFORMING TO ASTM A 615, GRADE 60, UNLESS OTHERWISE NOTED.
- MINIMUM CLEAR COVER ON ALL REINFORCING STEEL SHALL BE 3 INCHES, UNLESS NOTED OTHERWISE ON DRAWINGS.
- DETAILING OF REINFORCING STEEL SHALL CONFORM TO ACI 315.
- BAR SPACING DIMENSIONS ARE MEASURED TO THE CENTERS OF BARS.
- EMBEDMENT AND SPLICE LENGTHS FOR REINFORCING STEEL SHALL COMPLY WITH THOSE SHOWN IN TABLE 1.

TABLE 1 - MINIMUM SPLICE AND EMBEDMENT LENGTHS (INCHES)				
CONCRETE STRENGTH = 5,000 PSI				
BAR SIZE NUMBER	MINIMUM EMBEDMENT LENGTH	TOP BARS EMBEDMENT LENGTH	MINIMUM SPLICE LENGTH	TOP BARS SPLICE LENGTH
3	13	17	17	22
4	17	23	23	30
5	22	29	29	38
6	26	34	34	44
7	38	50	50	65
8	43	56	56	73
9	48	63	63	82
10	54	71	71	93
11	60	78	78	102

- ALL THREADED WILLIAMS ANCHORS THAT ARE INSTALLED BY DRILLING FROM ONE SIDE, SHALL BE TESTED PRIOR TO EMBEDDING IN REINFORCED CONCRETE. THE TEST PROGRAM SHALL CONSIST OF LOADING THE BARS TO 80% OF THE YIELD STRENGTH OF THE BAR. TEST 10% OF INSTALLED BARS ON EACH OF (2) NEW EXTERIOR PILE CAPS AS SELECTED BY THE ENGINEER. TEST ADDITIONAL ADJACENT BARS IF ANY BAR FAILS. REPLACE BARS THAT DO NOT MEET TEST REQUIREMENTS.
- TEST WILLIAMS ANCHORS USING A CENTER HOLE JACK DESIGNED FOR THIS PURPOSE. PROVIDE CERTIFIED CALIBRATION DOCUMENTS INDICATING CALIBRATION HAS BEEN PERFORMED WITHIN SIX MONTHS PRIOR TO TESTING.

SHOP DRAWINGS

- THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND ELEVATIONS SHOWN ON THE DRAWINGS, PRIOR TO PREPARATION OF SHOP DRAWINGS.
- SHOP DRAWINGS SHALL BE APPROVED BY THE ENGINEER BEFORE PURCHASE OR START OF FABRICATION.
- THE USE OF REPRODUCTIONS OF THESE CONTRACT DRAWINGS BY ANY CONTRACTOR, SUBCONTRACTOR, ERECTOR, FABRICATOR, OR MATERIAL SUPPLIER IN LIEU OF PREPARATION OF SHOP DRAWINGS IS PROHIBITED.

ADDITIVE BID ITEM 2

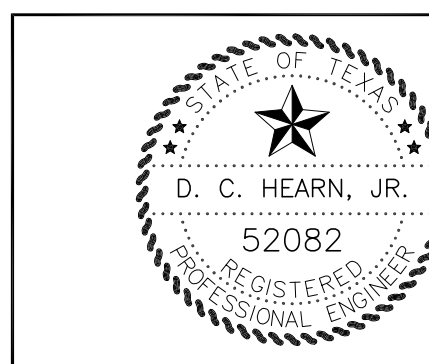
- THE 72" X 108"-6" PILE TO BE USED FOR THE MONOPILE BREASTING STRUCTURE WILL BE PROVIDED BY THE PCCA. THE PILE IS STORED IN THE NORTH BANK STORAGE AREA OWNED BY THE PCCA.
- THE CONTRACTOR SHALL DELIVER THE PILE FROM THE STORAGE AREA TO THE FABRICATION AREA AND/OR THE PROJECT SITE. THE CONTRACTOR SHALL MAKE ALL NECESSARY MODIFICATIONS TO THE PILE INCLUDING COATING AND FABRICATION OF PILE TOP WELDMENTS.
- THE CONTRACTOR SHALL RE-COAT THE TOP 50' OF THE PILE WITH 16 MIL DFT COAL TAR EPOXY COATING, PRIOR TO INSTALLATION.
- INSTALL PILE TOP WELDMENTS.
- TOUCH UP AND RECOAT DAMAGED COATING.
- INSTALL DONUT FENDER.

PCCA PROJ. #10-029A

SHEET 2 OF 22

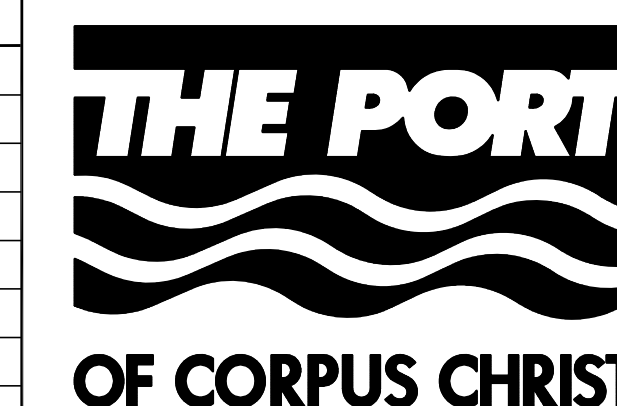


THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



THIS DRAWING MAY BE REDUCED IN SCALE. THE LINE BELOW ON THE ORIGINAL DRAWING IS 1" LONG.

NO.	DATE	REVISION
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1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY

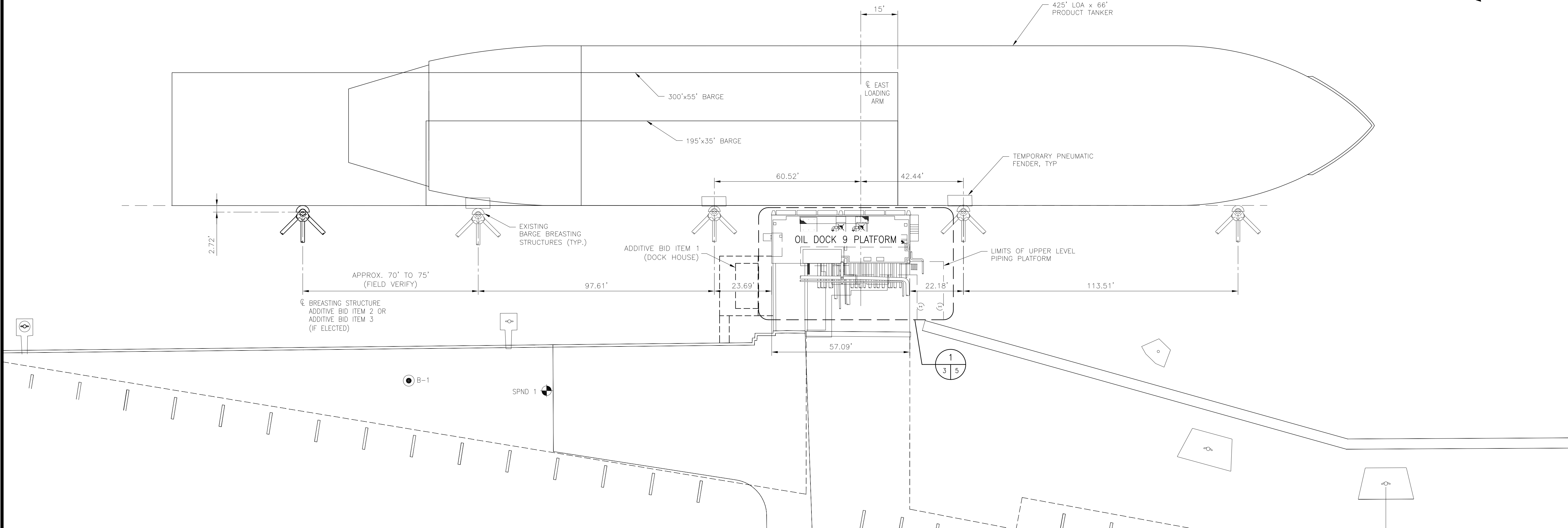
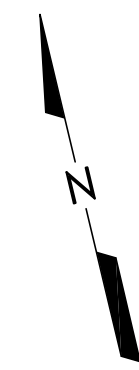
OIL DOCK NO. 9
ALLISION REPAIRS

SCALE: AS NOTED
DWN. BY: DRJ/BBJ

GENERAL NOTES

DATE: APRIL 2010
DWG. NO. 10029A-02

HDR/SMA JOB NO. 134897



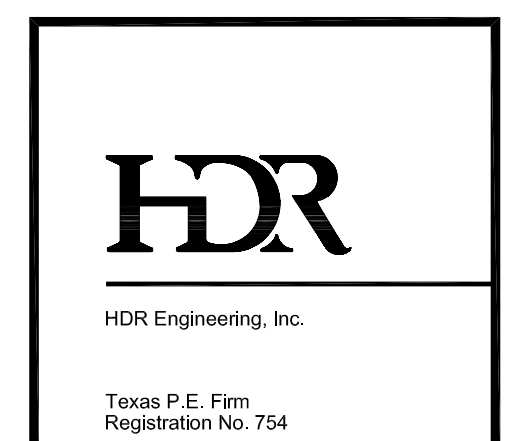
MONUMENT VA-2
ON TOP OF MOORING
STRUCTURE APPROX. 150 FT. EAST
N. 791941.17'
E. 2316081.34'
ELEV. 6.94' (MLT)

1 SITE PLAN
SCALE: 1"=20'

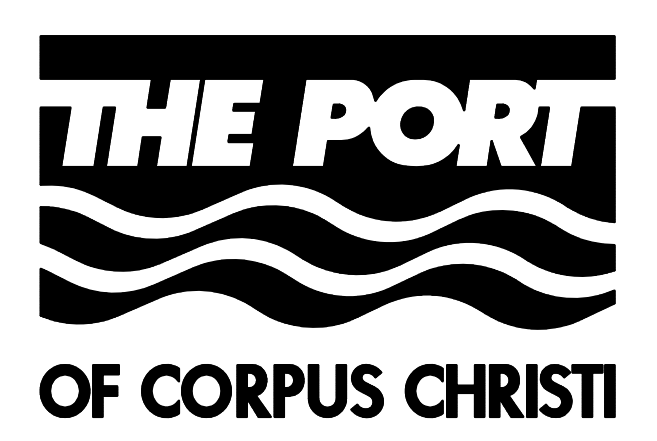
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PCCA PROJ. #10-029A

SHEET 3 OF 22



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY	
OIL DOCK NO. 9 ALLISION REPAIRS	
SCALE: AS NOTED	DATE: APRIL 2010
DWN. BY: DRJ/BBI	DWG. NO. 10029A-03
SITE PLAN	

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LOG OF BORING: B-1
 PROJECT NO: 611.031 PROPOSED BULKHEAD ADDITION
 PORT OF CORPUS CHRISTI, OIL DOCK NO. 9 DATE: 10/13&14/86
 CORPUS CHRISTI, TEXAS

ELEV.	DEPTH	SAMPLE	SOIL DESCRIPTION	N	qu (tsf)	δ_d (pcf)	W _c (%)	LL	PI
			Concrete debris, some brick fragments						
	5	SS	Clayey sand, light gray, some shell fragments, trace calcareous nodules & gravel, dense	20			11.7		
		SS		3			38.4	78	51
	10	SS	Silty clay, gray, trace sand, soft to very soft, (dredge spoil) (CH) -#200 = 89%	1			56.0		
		SS		1			38.6		
	15	SS	Sandy clay to clayey sand, gray, very soft, (dredge spoil) -#200 = 54%	6			34.9		
		SS		3			27.8	33	17
	20	SS	Sand, gray, fine, some clay, some shell, fragments, very loose, (dredge spoil)	1			23.9		
		SS	Sandy clay, bluish gray, some calcareous material, some thin sand and clayey sand seams, very stiff	12	(3.0)		24.0		
	25	SS	Silty clay, light gray, some thin sand seams stiff to very stiff -#200 = 83%	9	(2.5)		19.8		
		SS		43			21.8		
	30	SS	Silty clay, tan, with sand seams, very stiff (CL) -#200 = 77%	35	(4.0)		21.4	49	28

Continued on next page

SOIL AND FOUNDATION ENGINEERS, INC.

LOG OF BORING: B-1, page 2
 PROJECT NO: 611.031 PROPOSED BULKHEAD ADDITION
 PORT OF CORPUS CHRISTI, OIL DOCK NO. 9 DATE: 10/13&14/86
 CORPUS CHRISTI, TEXAS

ELEV.	DEPTH	SAMPLE	SOIL DESCRIPTION	N	qu (tsf)	δ_d (pcf)	W _c (%)	LL	PI
			Silty clay, tan, very stiff						
			Sand, tan, some clay						
	35	SS	Silty clay, tan, trace sand, very stiff	28			19.9		
		SS							
	40	SS	Sand, tan, fine, some clay, very dense	58			15.2		
		SS							
	45	SS	Same as above -#200 = 12%	73			14.5		
		SS							
	50	SS	Same as above	50/5"			16.6		
		SS							
	55	SS	Same as above	39			12.7		
		SS							
	60	SS	Silty clay, tan, trace sand, very stiff to hard	38			18.9		

Continued on next page

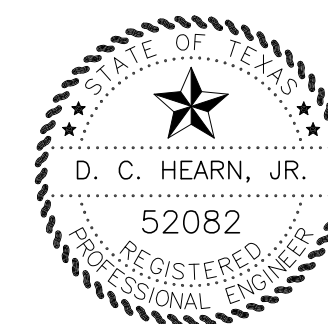
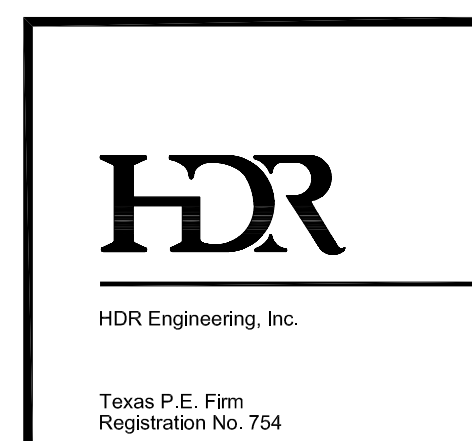
SOIL AND FOUNDATION ENGINEERS, INC.

LOG OF BORING: B-1, page 3
 PROJECT NO: 611.031 PROPOSED BULKHEAD ADDITION
 PORT OF CORPUS CHRISTI, OIL DOCK NO. 9 DATE: 10/13&14/86
 CORPUS CHRISTI, TEXAS

ELEV.	DEPTH	SAMPLE	SOIL DESCRIPTION	N	qu (tsf)	δ_d (pcf)	W _c (%)	LL	PI	
			Silty clay, tan, trace sand, very stiff to hard	39	(4.0)		17.8			
	65	SS	Sand, tan, fine, trace silt							
		SS								
	70	SS	Sand, tan, fine, trace calcareous material, some thin cemented seams, very dense -#200 = 14%	59			19.6			
		SS								
	75	SS	Same as above	71			16.5			
		SS								
	80	SS	Same as above/ trace calcareous nodules	63			17.3			
			TOTAL DEPTH OF BORING = 60 FEET							
			GROUNDWATER OBSERVATIONS: Noted on drill rods @ 17 feet							

SOIL AND FOUNDATION ENGINEERS, INC.

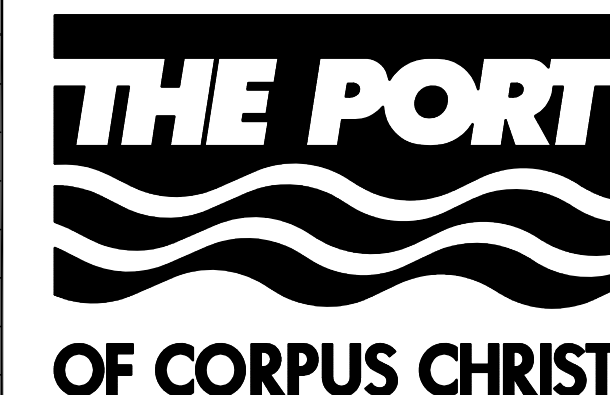
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NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PCCA PROJ. #10-029A

SHEET 4 OF 22

PORT OF CORPUS CHRISTI AUTHORITY

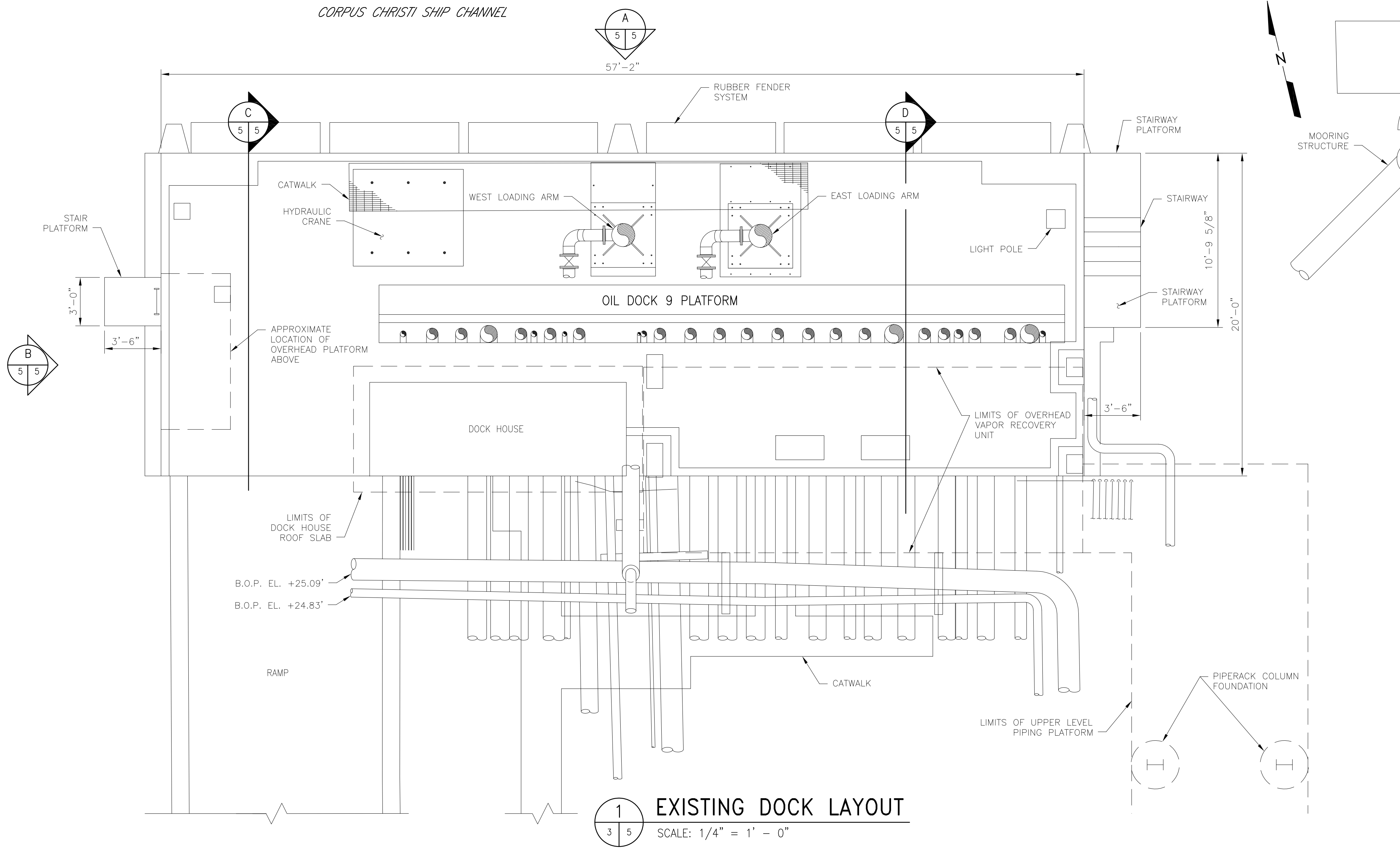
OIL DOCK NO. 9
 ALLISION REPAIRS

SCALE: AS NOTED
 DWN. BY: DRJ/BBI

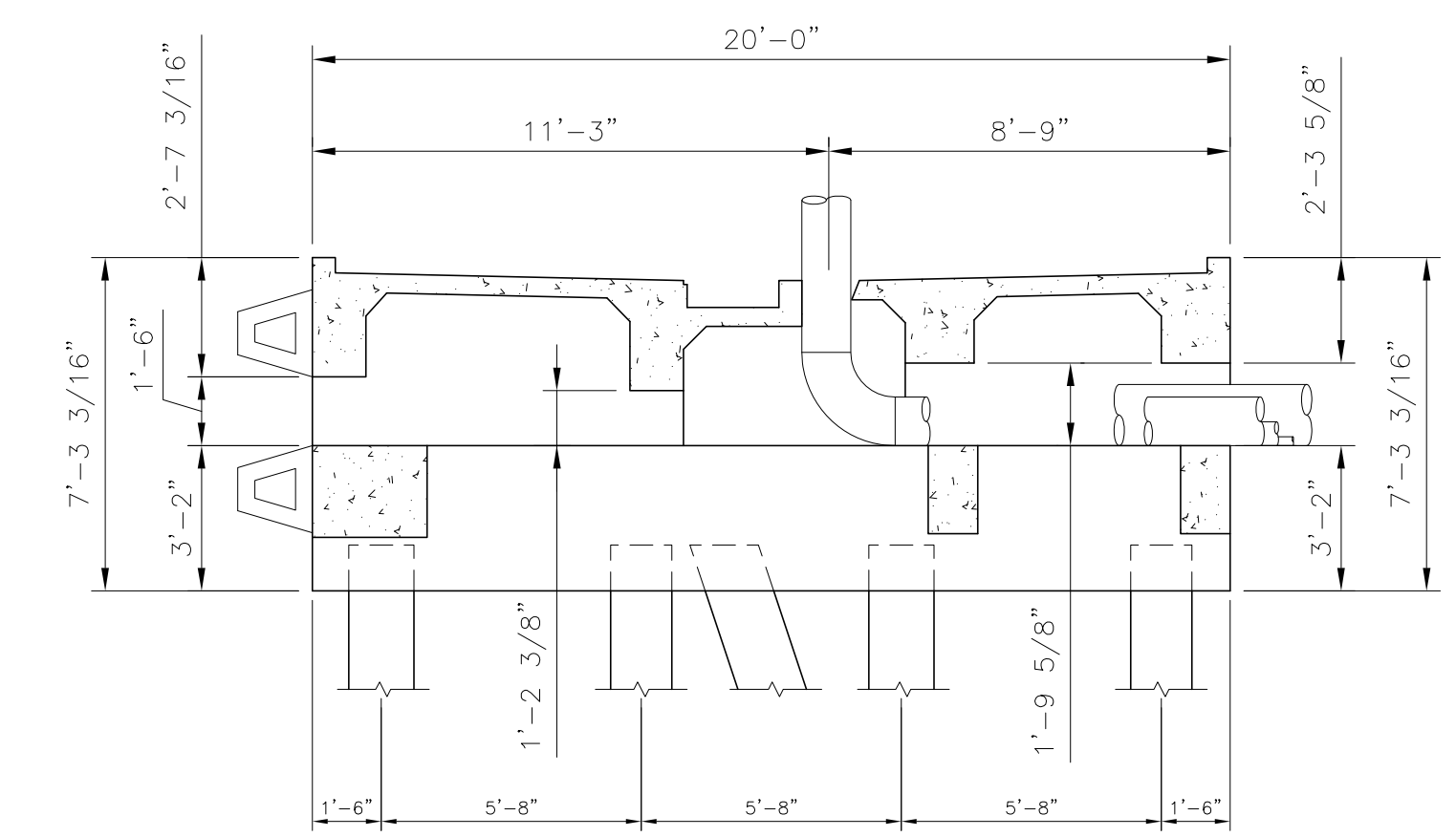
BORING LOGS

DATE: APRIL 2010
 DWG. NO. 10029A-04

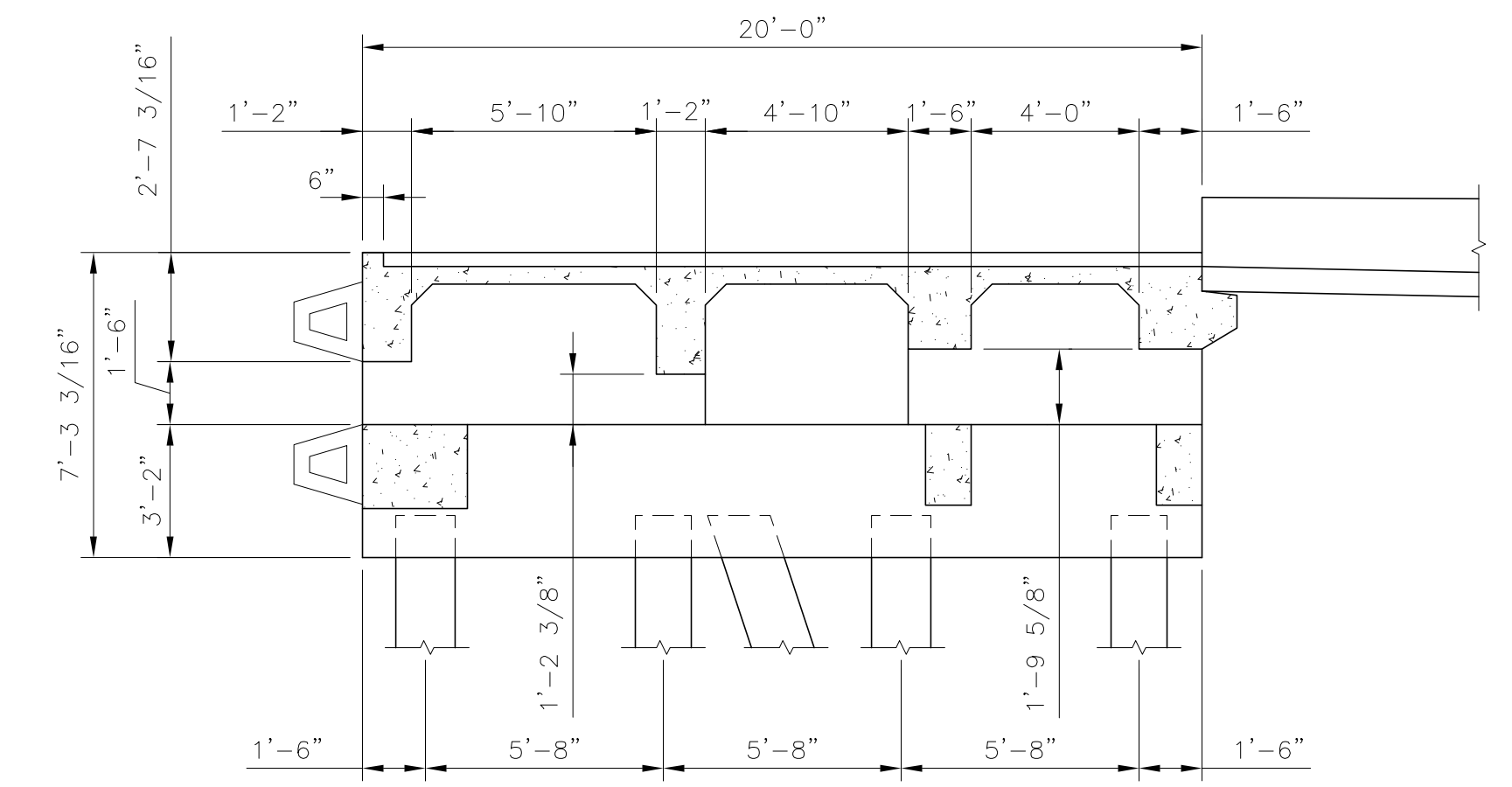
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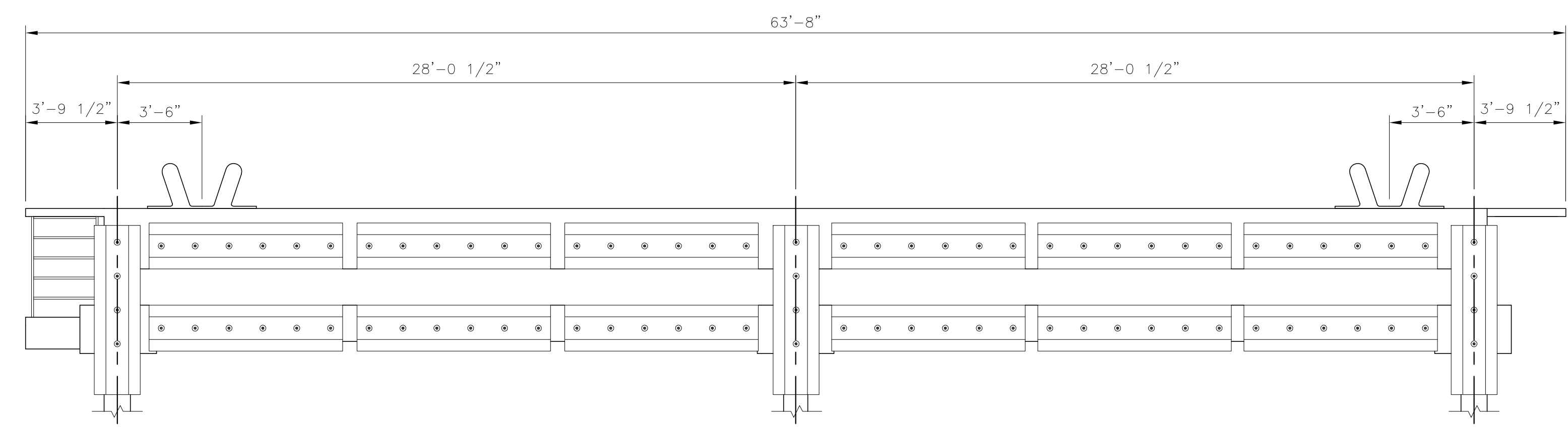
1 EXISTING DOCK LAYOUT
SCALE: 1/4" = 1' - 0"



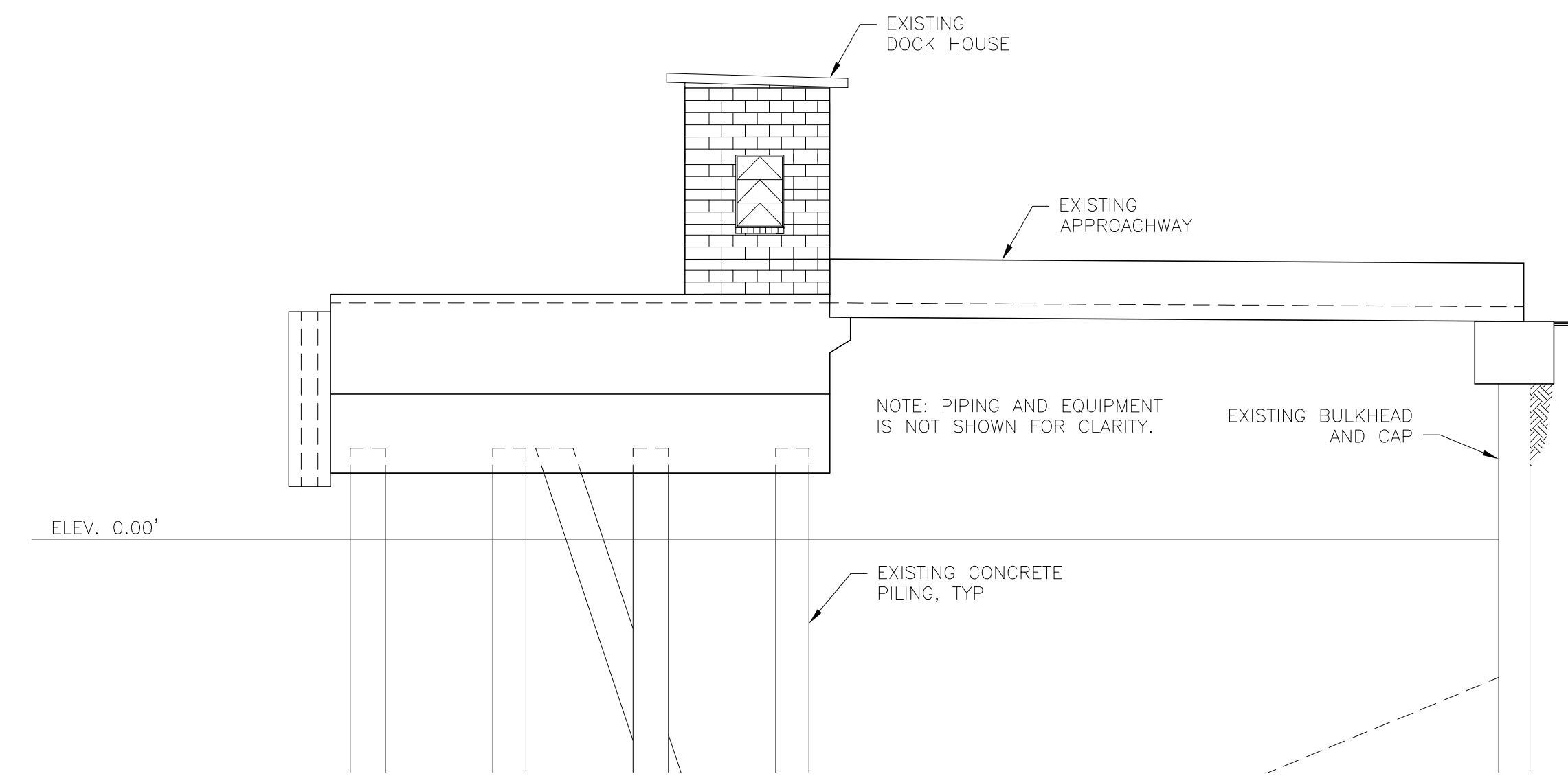
D SECTION
SCALE: 1/4" = 1' - 0"



C SECTION
SCALE: 1/4" = 1' - 0"



A ELEVATION
SCALE: 1/4" = 1' - 0"



B ELEVATION
SCALE: 3/16" = 1' - 0"

- NOTES:**
- SEE SHEET 6 FOR UPPER LEVEL FRAMING DEMO PLAN.
 - SEE SHEET 7 FOR LOWER LEVEL FRAMING DEMO PLAN.
 - SEE SHEET 8 FOR NEW PILE PLAN.
 - DIMENSIONS SHOWN ARE FROM EXISTING CONSTRUCTION DRAWINGS FOR OIL DOCK 9. VERIFY DIMENSIONS WHERE THEY EFFECT WORK FOR THIS CONTRACT.

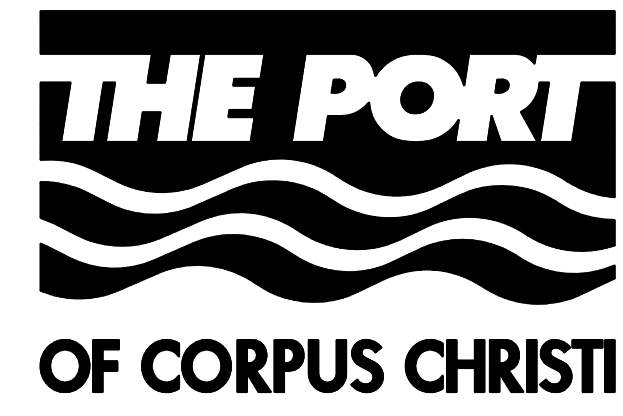


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0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PCCA PROJ. #10-029A

PORT OF CORPUS CHRISTI AUTHORITY

**OIL DOCK NO. 9
ALLISION REPAIRS**

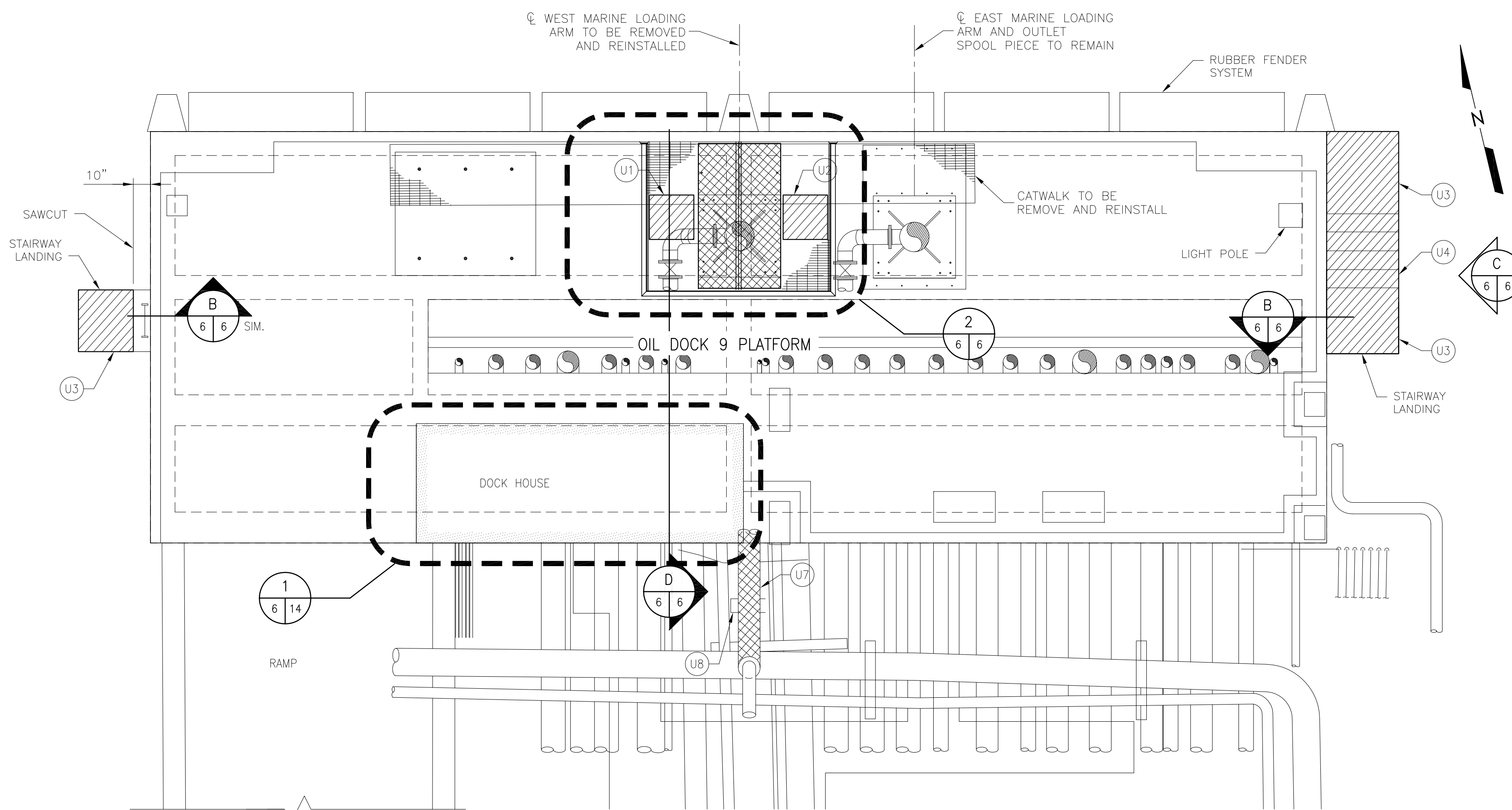
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DATE: APRIL 2010

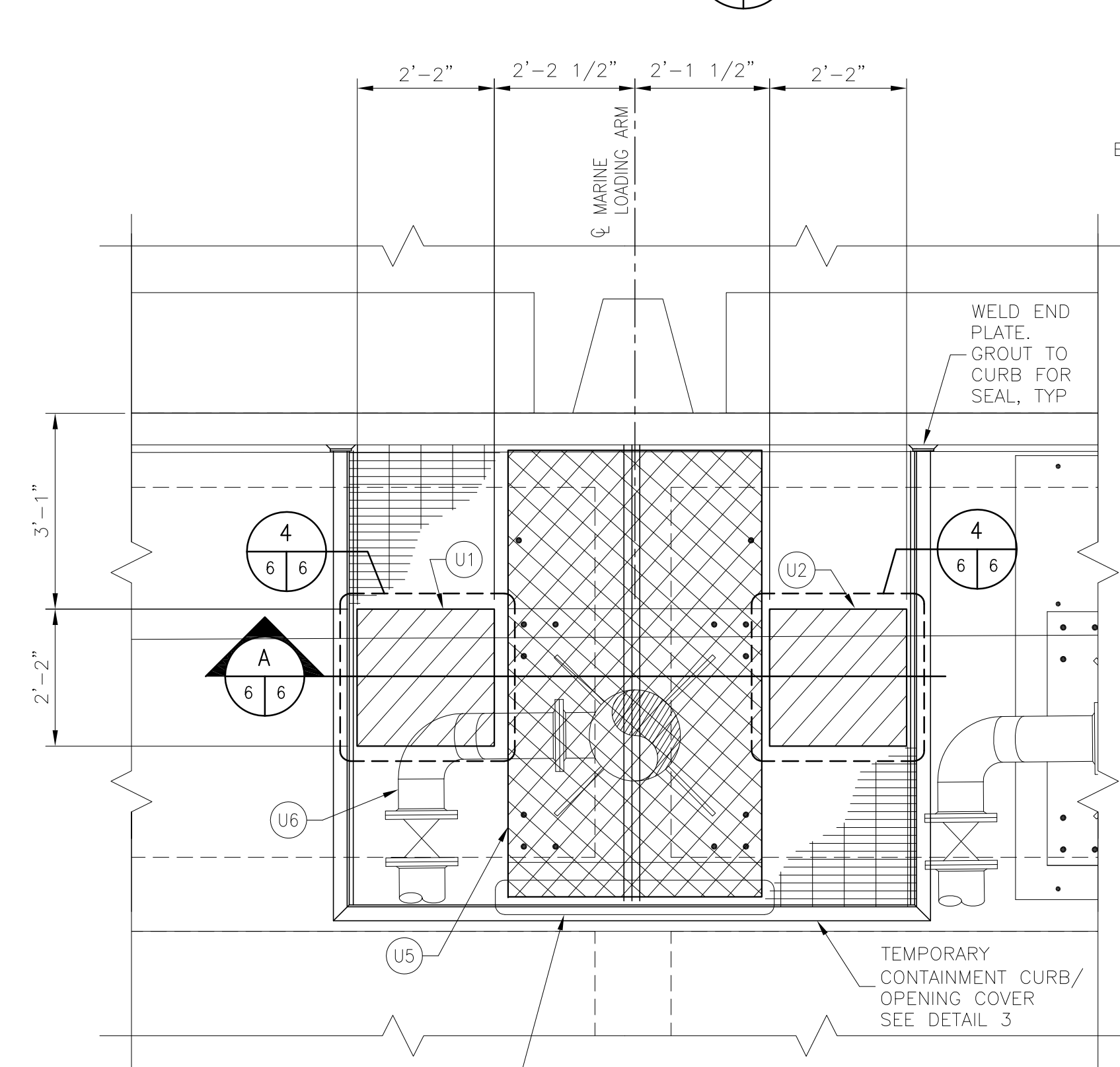
DWN. BY: DRJ/BBI

EXISTING DOCK LAYOUT

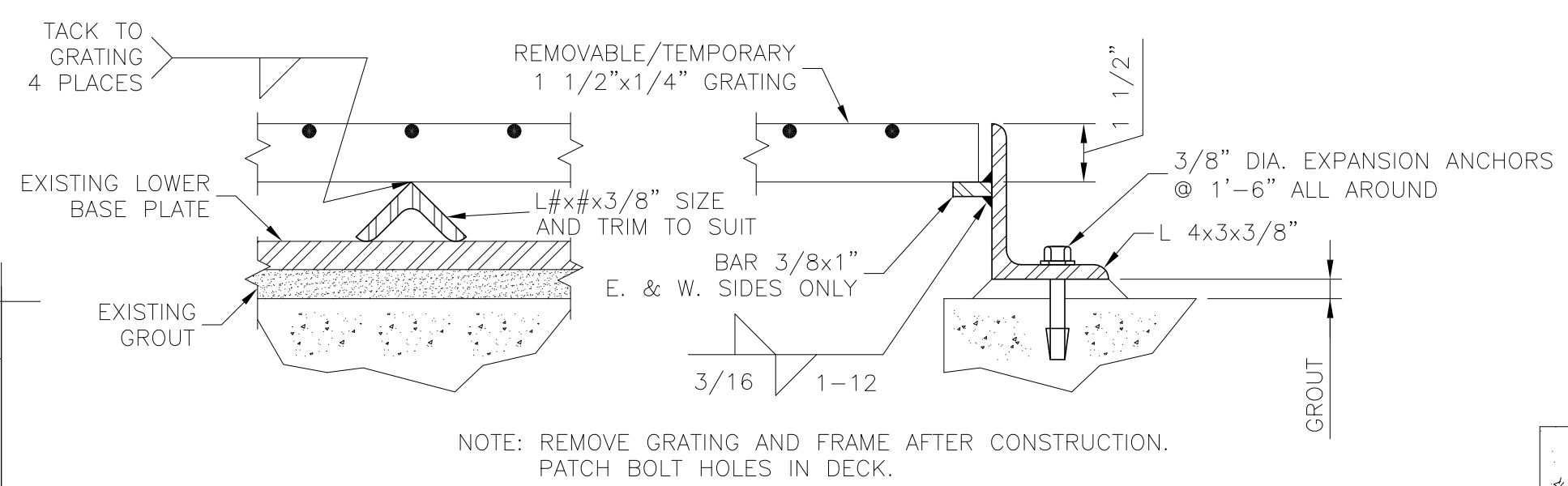
DWG. NO. 10029A-05



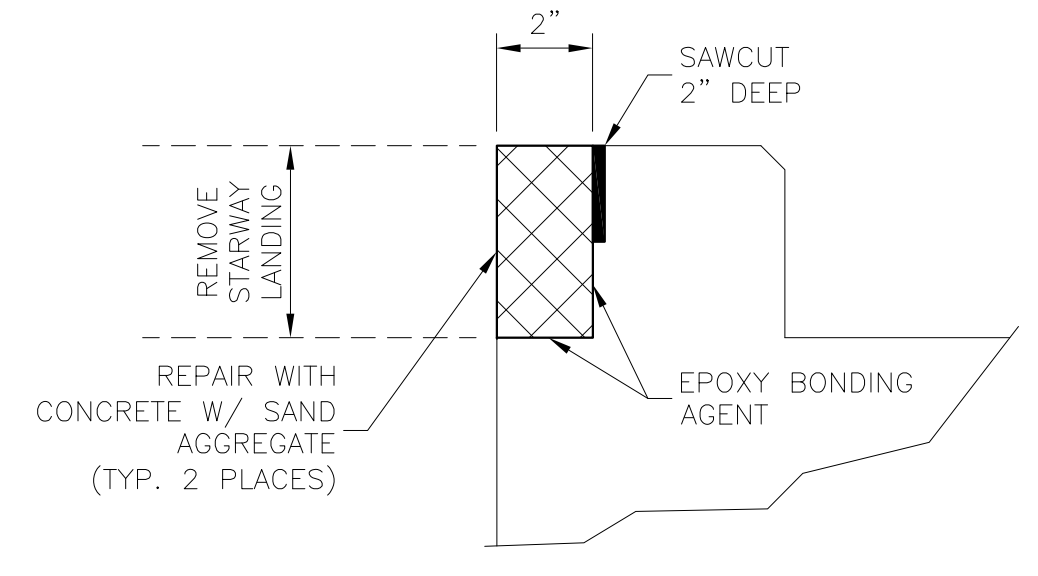
1 UPPER LEVEL FRAMING DEMOLITION PLAN
SCALE: 1/4" = 1' - 0"



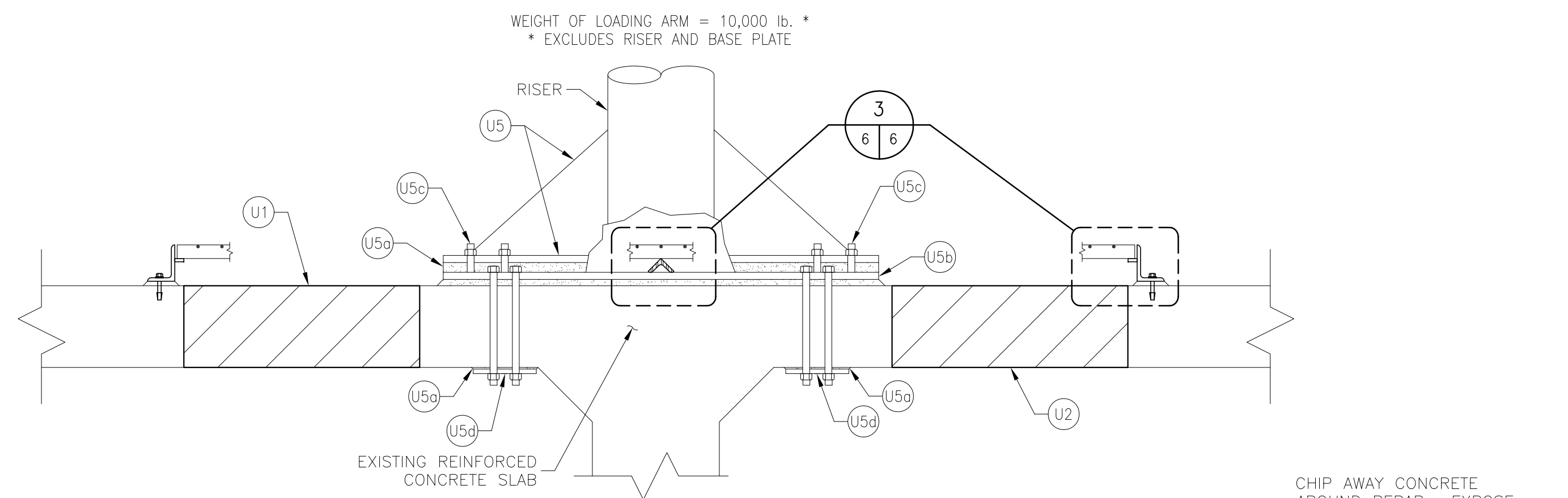
2 DETAIL
SCALE: 1/2" = 1' - 0"



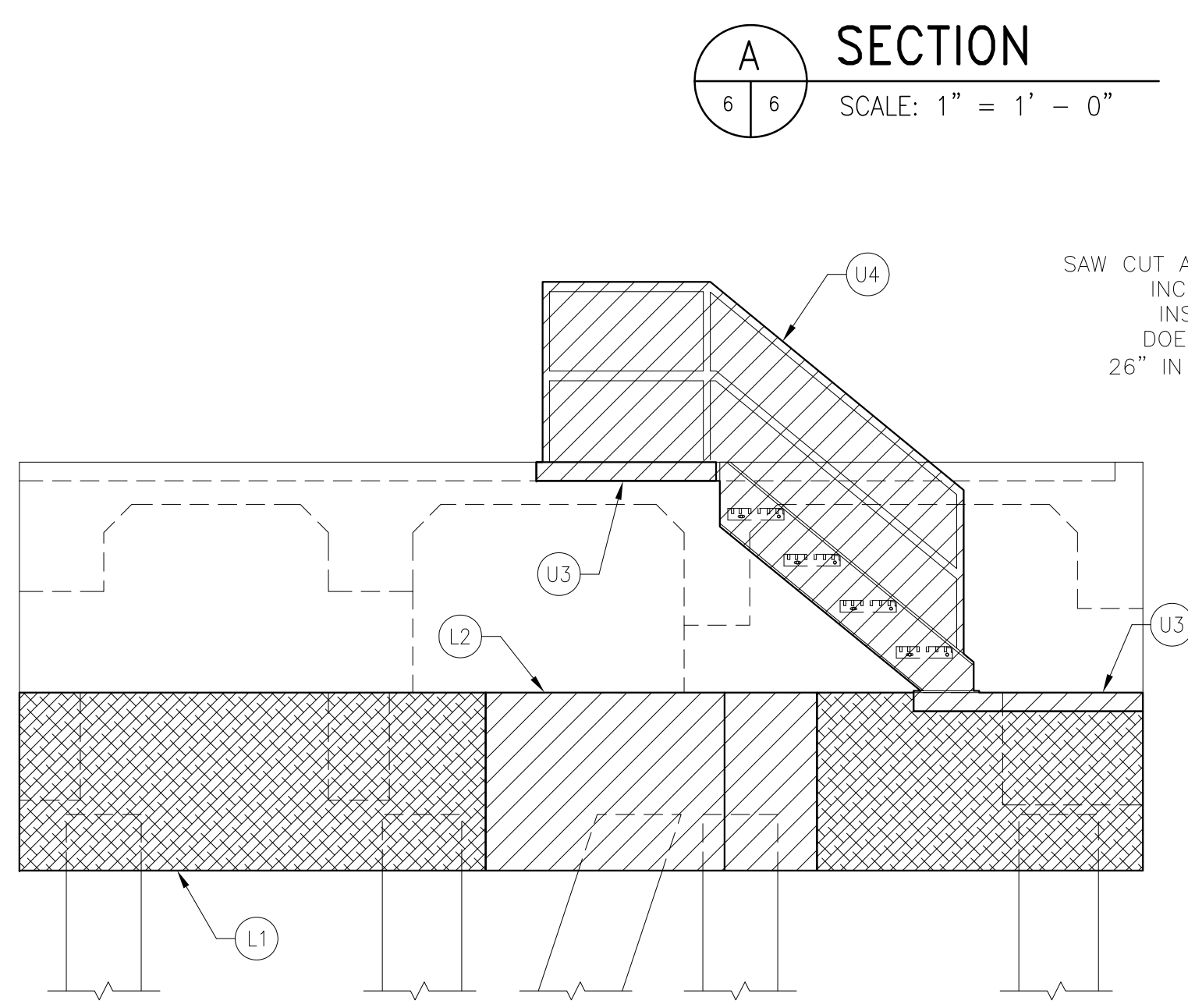
3 DETAIL
SCALE: 3" = 1' - 0"



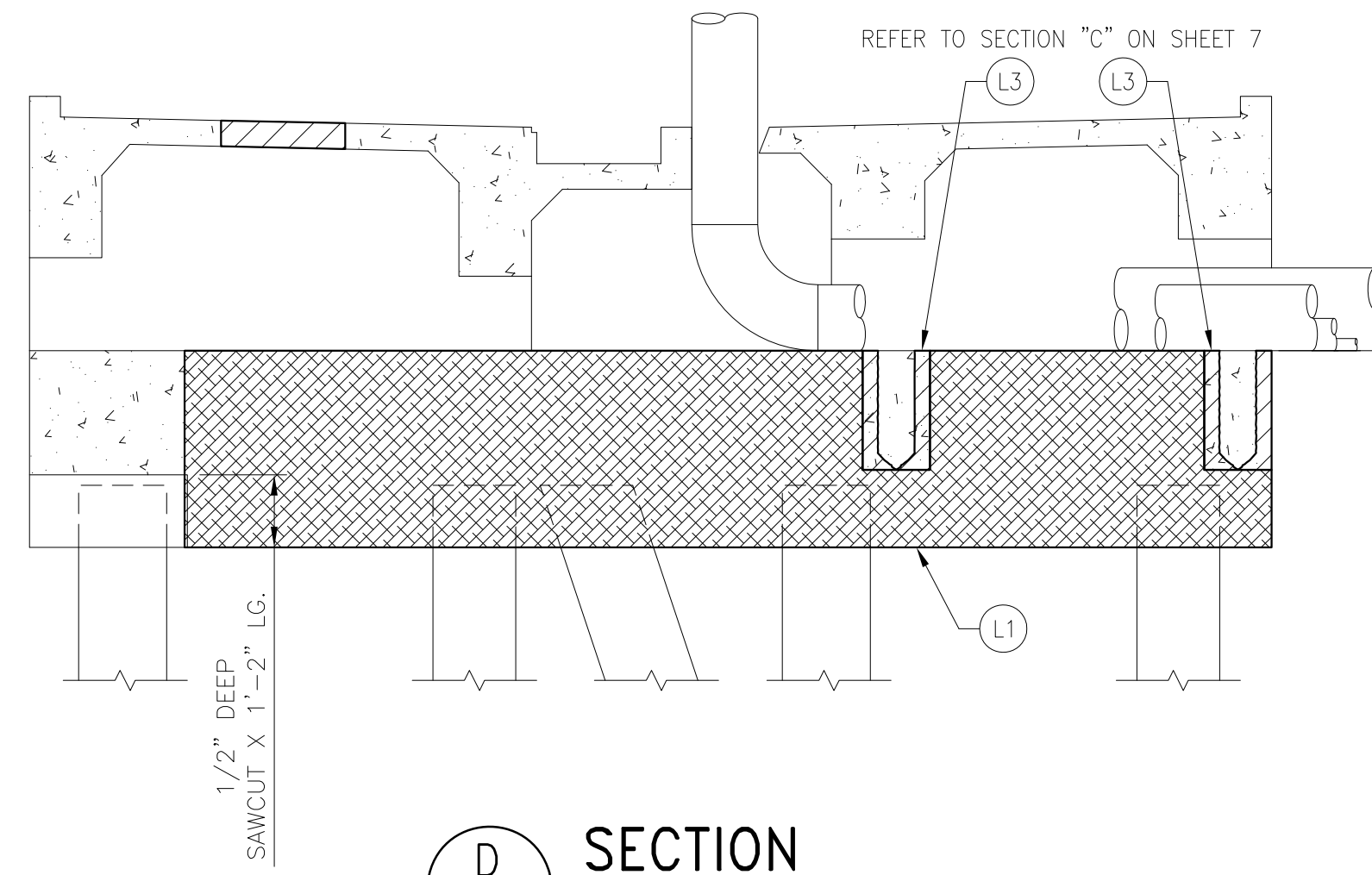
B SECTION
SCALE: 3" = 1' - 0"



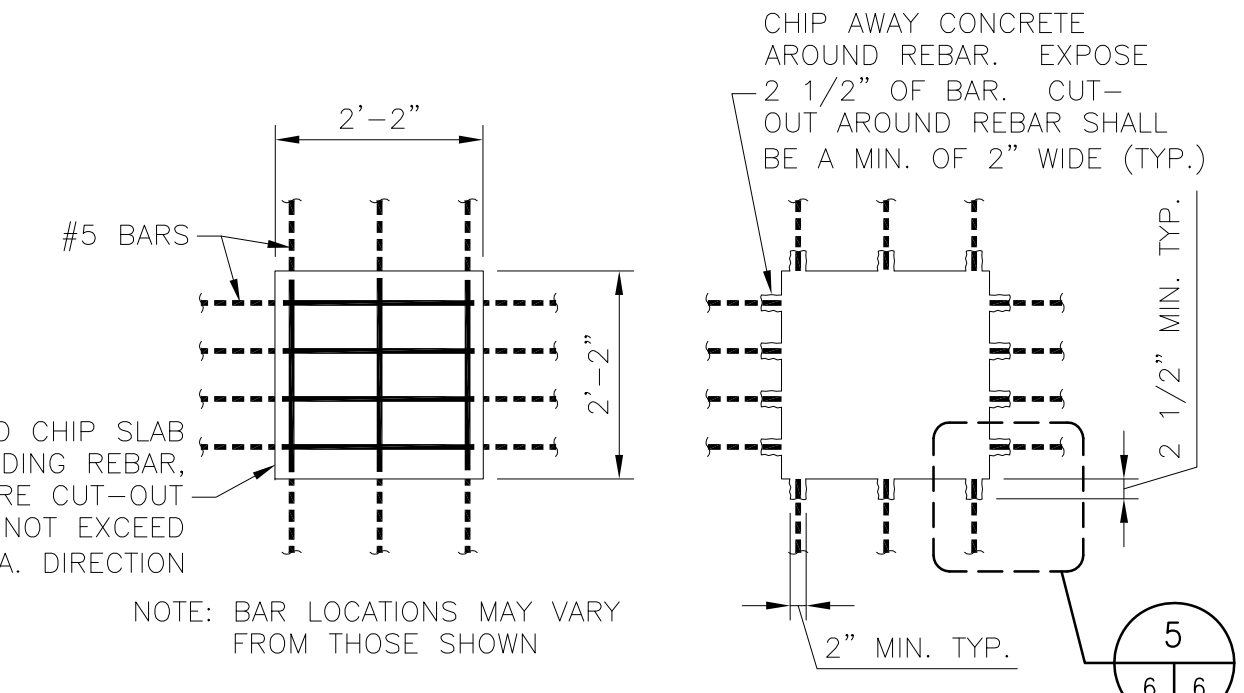
A SECTION
SCALE: 1" = 1' - 0"



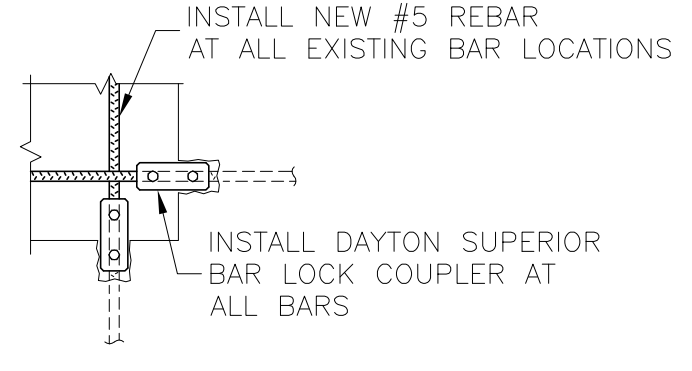
C ELEVATION
SCALE: 3/8" = 1' - 0"



D SECTION
SCALE: 3/8" = 1' - 0"



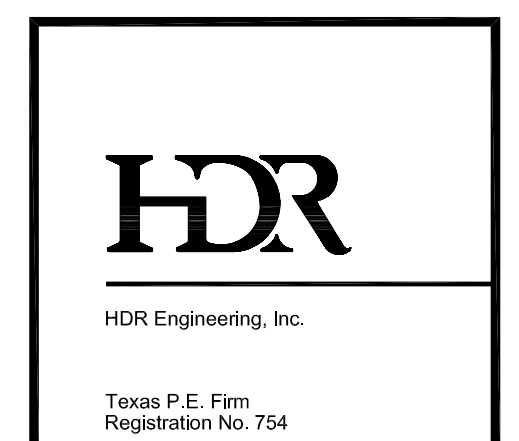
4 DEMOLITION PLAN
SCALE: 1/2" = 1' - 0"



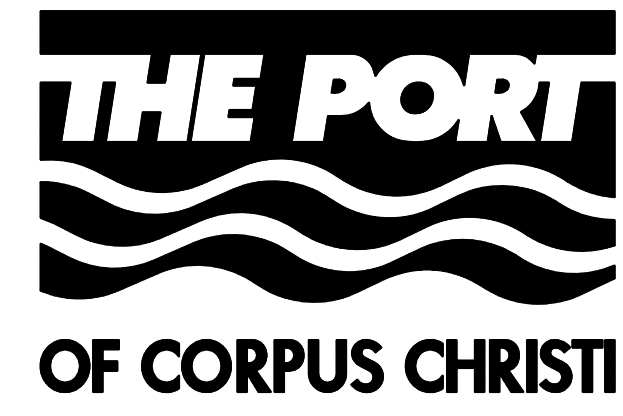
5 DETAIL
SCALE: 1" = 1' - 0"

- LEGEND**
- U# = UPPER LEVEL DEMOLITION, THIS SHEET.
 - L# = LOWER LEVEL DEMOLITION, ON SHEET 7.
 - U1 REMOVE AND DISPOSE OF 2'-2" x 2'-2" CONCRETE SECTION FOR PLACEMENT OF PILES, SEE DETAIL 4.
 - U2 REMOVE AND DISPOSE OF 2'-2" x 2'-2" CONCRETE SECTION FOR PLACEMENT OF PILES, SEE DETAIL 4.
 - U3 REMOVE AND DISPOSE OF 3'-2" x 3'-6" STAIR LANDING (EAST AND WEST END)
 - U4 REMOVE AND DISPOSE OF STEEL STAIRWAY (EAST END ONLY)
 - U5 REMOVE AND REINSTALL MARINE LOADING ARM AND RISER
 - U5a REMOVE AND REPLACE NON-SHRINK GROUT (REPLACE W/ NEW)
 - U5b EXISTING EXTENDED BASE PLATE TO REMAIN
 - U5c REMOVE AND REPLACE WITH NEW (12 EA.) 1 1/4" DIA. X 24" ASTM A449 HDG THREADED RODS AND NUTS (FIELD VERIFY SIZES)
 - U5d REMOVE AND REPLACE WITH NEW (ONE EA.) 1" THK. X 14" X 48" LG. HDG PLATES (FIELD VERIFY SIZES)
 - U6 REMOVE LOADING ARM PIPING AS REQUIRED FOR INSTALLATION OF PILES, REINSTALL AFTER PILES ARE INSTALLED. (BY OTHERS)
 - U7 REMOVE EXHAUST STACK REINSTALL AFTER PILE INSTALLATION IS COMPLETE. (BY OTHERS)
 - U8 REMOVE SUPPORT AND REPLACE WITH NEW SUPPORT AFTER PILE INSTALLATION IS COMPLETE. (BY OTHERS)

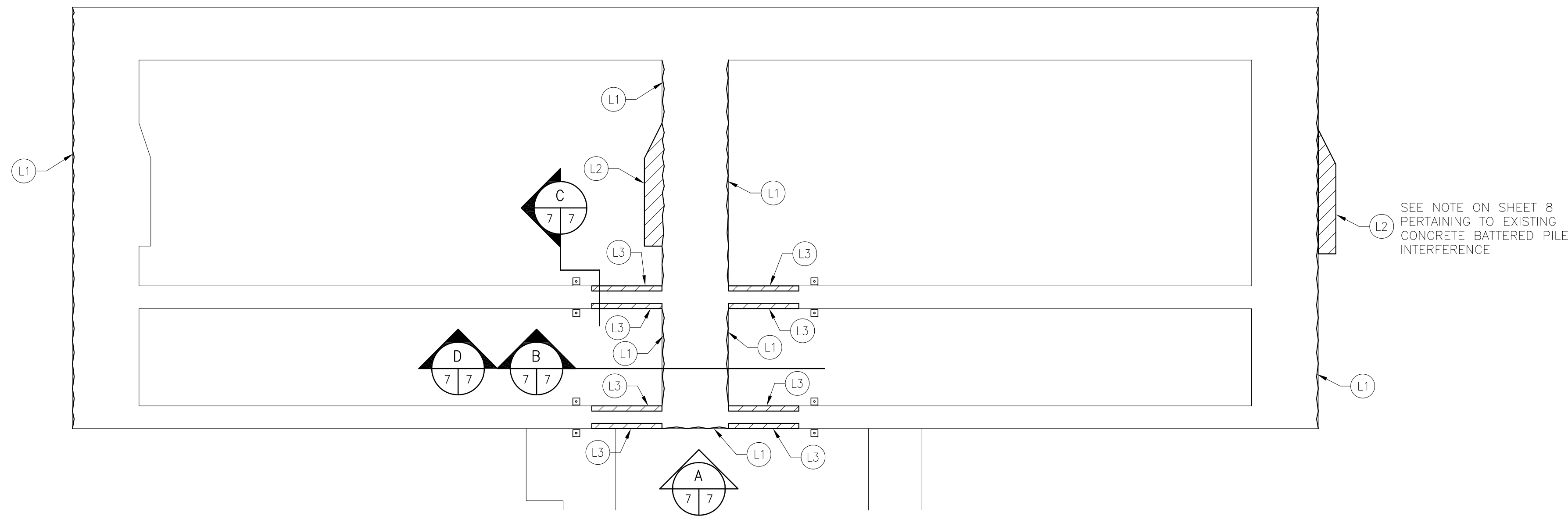
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



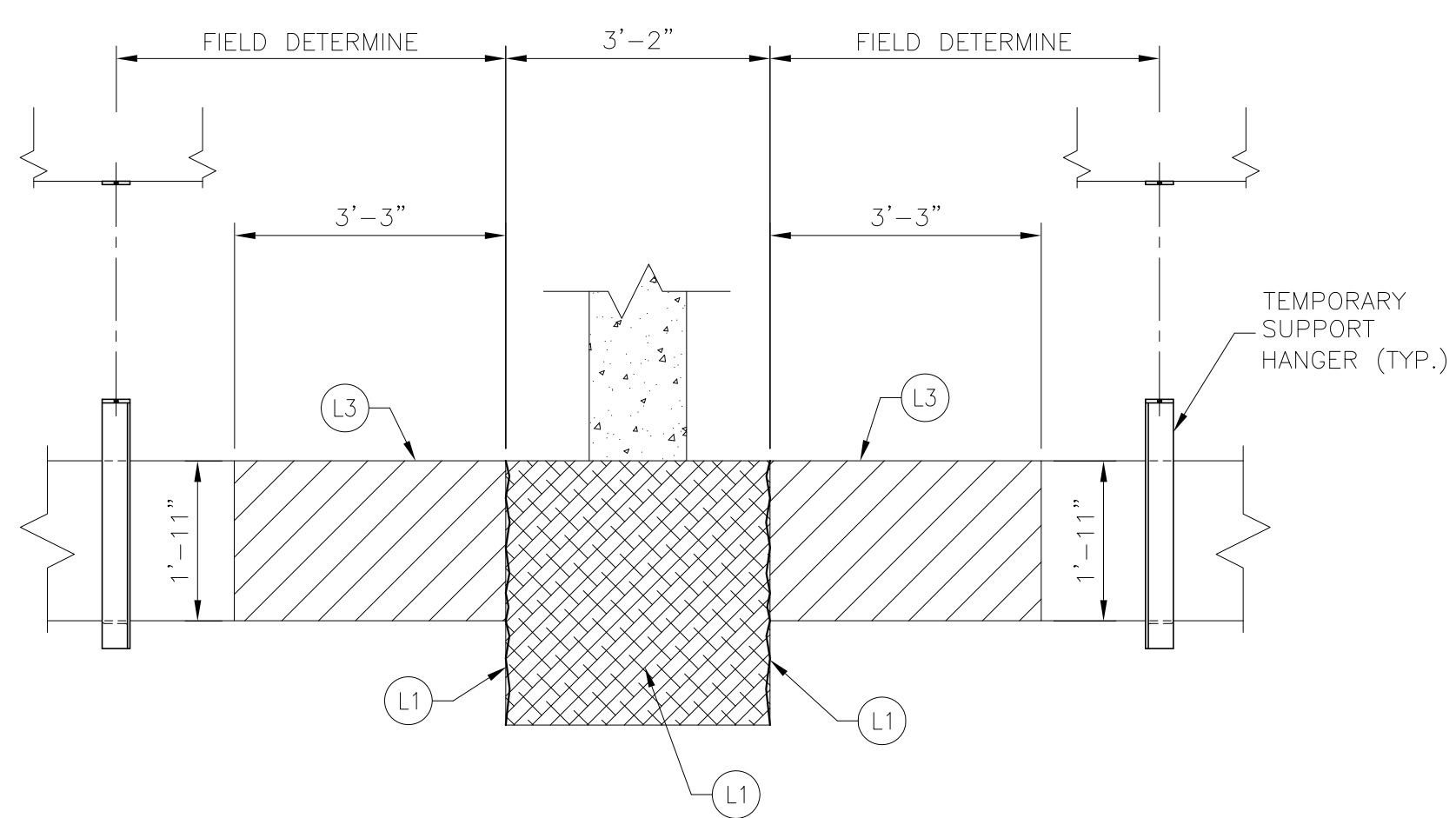
NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



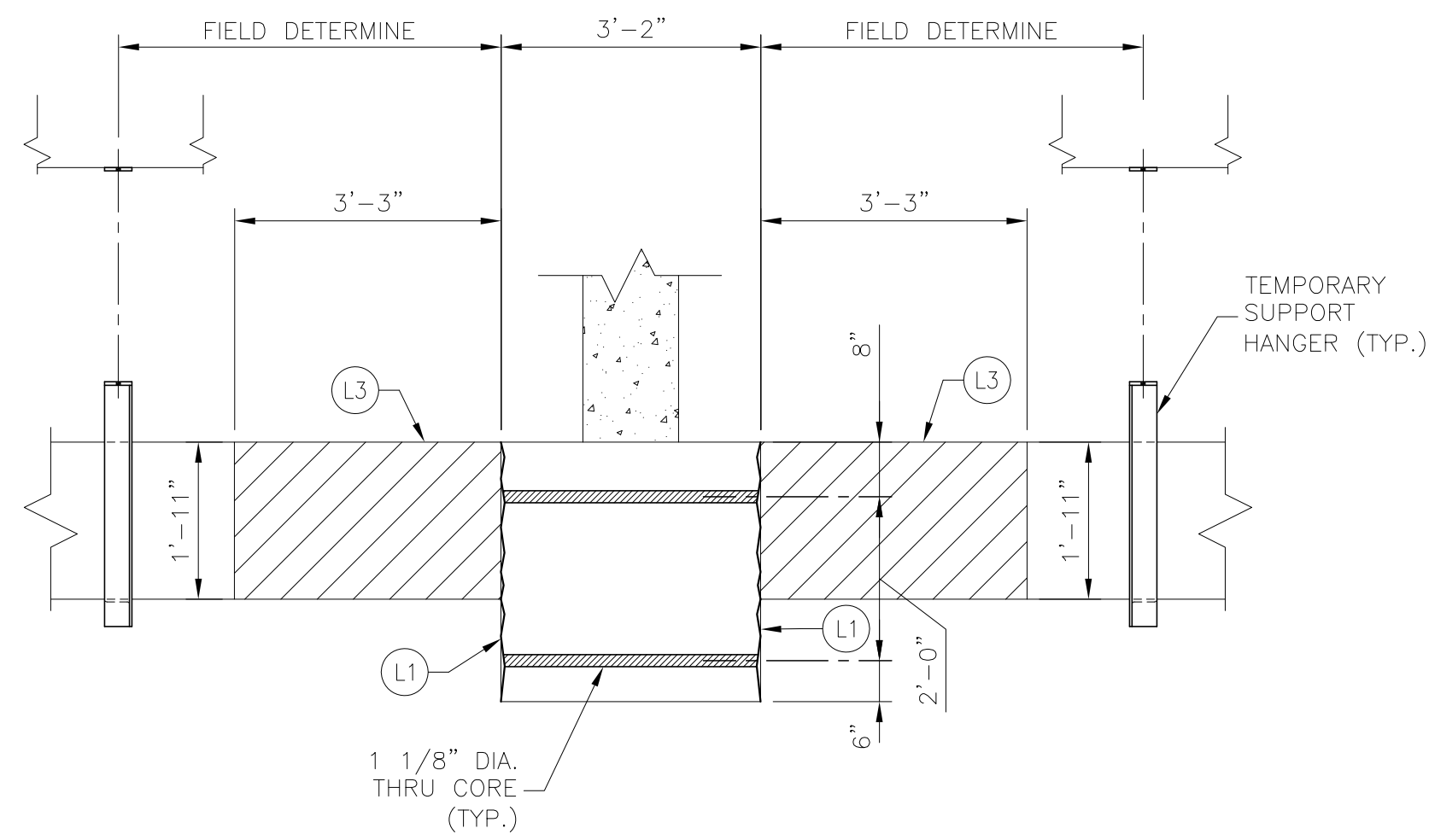
PORT OF CORPUS CHRISTI AUTHORITY		
OIL DOCK NO. 9 ALLISION REPAIRS		
SCALE: AS NOTED	UPPER LEVEL FRAMING DEMOLITION	DATE: APRIL 2010
DWN. BY: DRJ/BBI		DWG. NO. 10029A-06



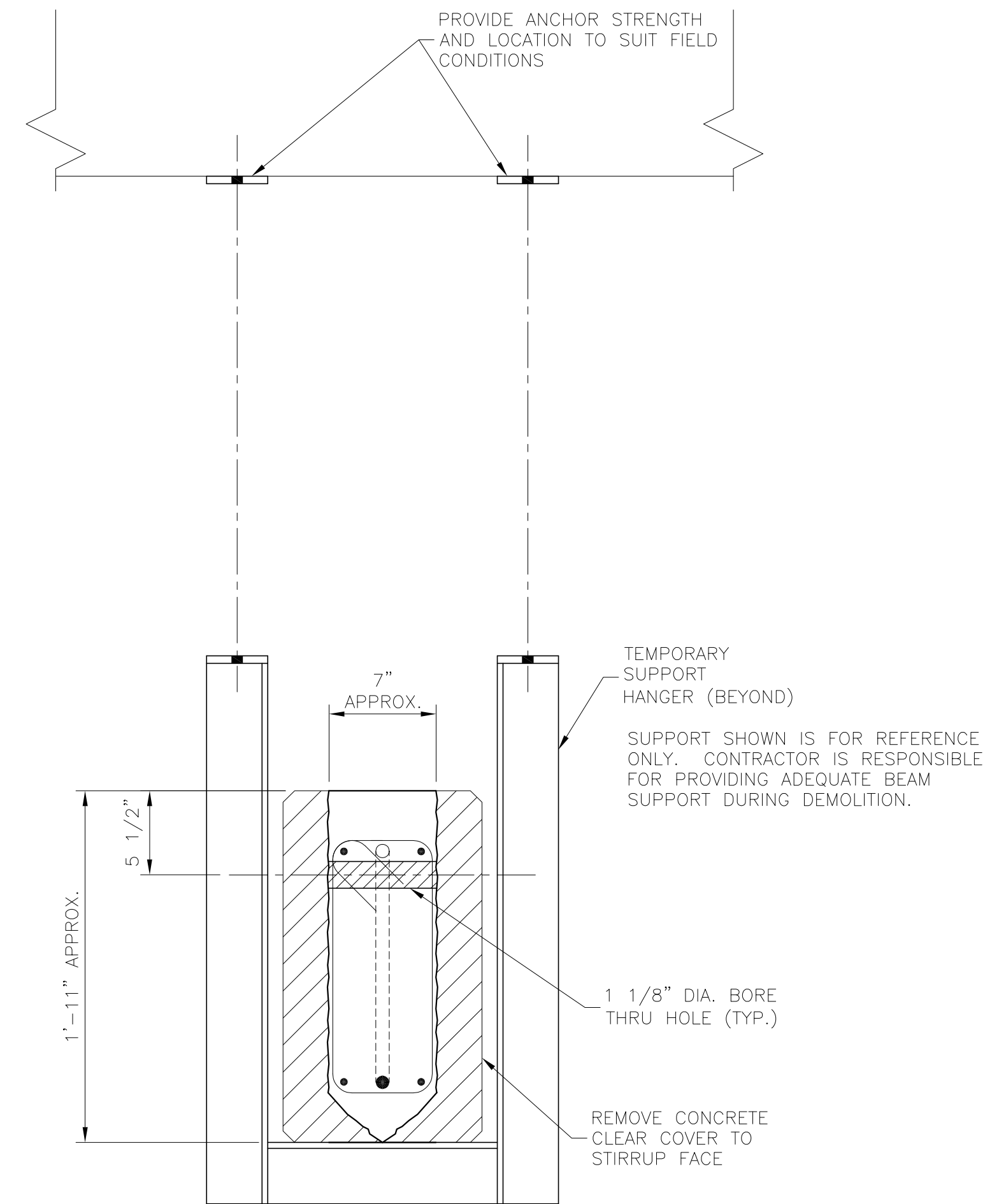
1 LOWER LEVEL FRAMING DEMOLITION PLAN
 SCALE: 1/4" = 1' - 0"



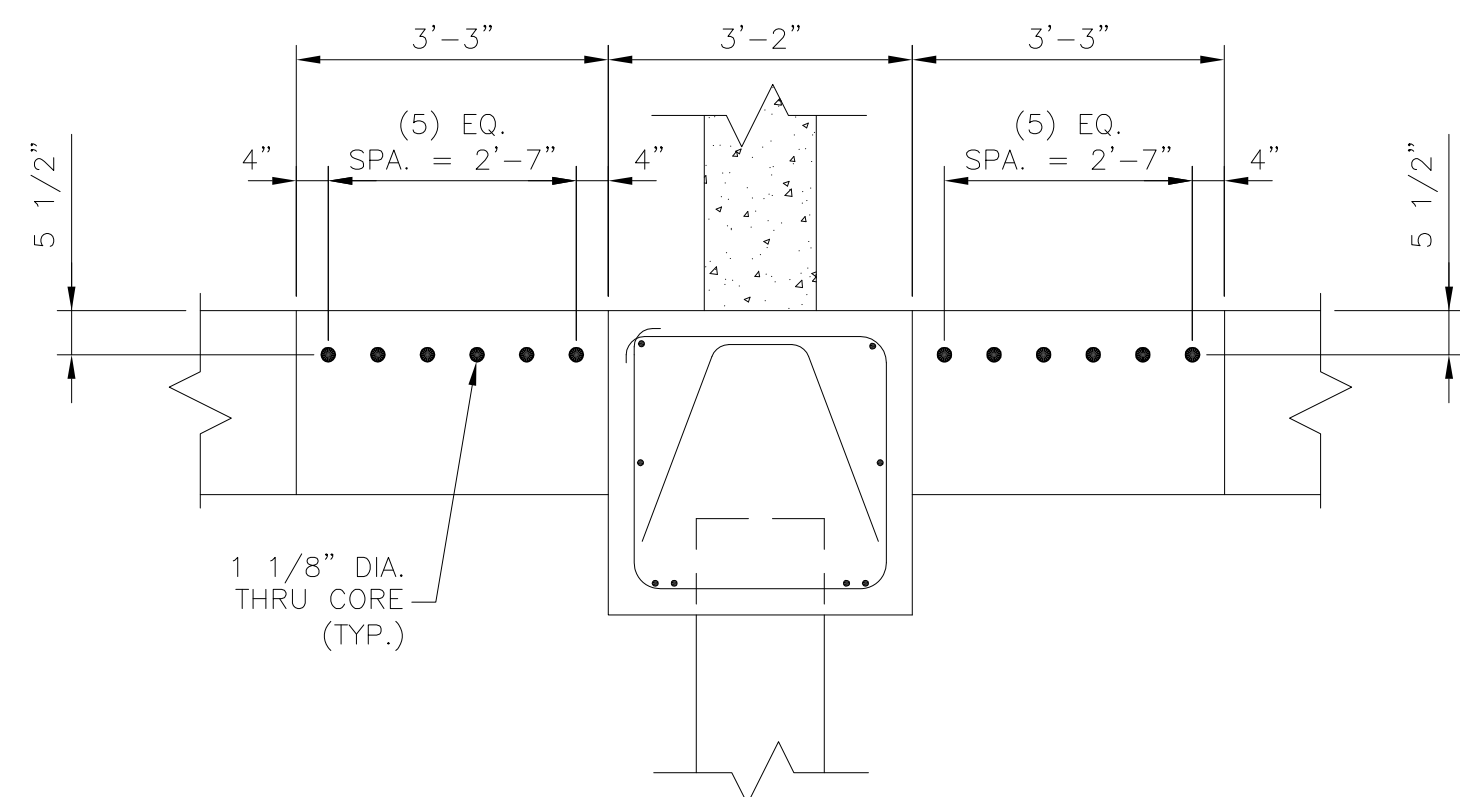
A ELEVATION
 SCALE: 1/2" = 1' - 0"



B SECTION
 SCALE: 1/2" = 1' - 0"



C SECTION
 SCALE: 1-1/2" = 1' - 0"



D CORE SECTION
 SCALE: 1/2" = 1' - 0"

- LEGEND**
- (L1) ROUGHEN TO PEAK TO PEAK AMPLITUDE OF APPROX. 1/4". SEE CONCRETE NOTE 6 ON SHEET 2.
 - (L2) REMOVE WIDENED CAP TO FACE OF 3'-2" WIDE CAP. (CONCRETE AND REBAR)
 - (L3) REMOVE CONCRETE CLEAR COVER TO STIRRUP FACE, SEE SECTION "C" ON THIS SHEET.

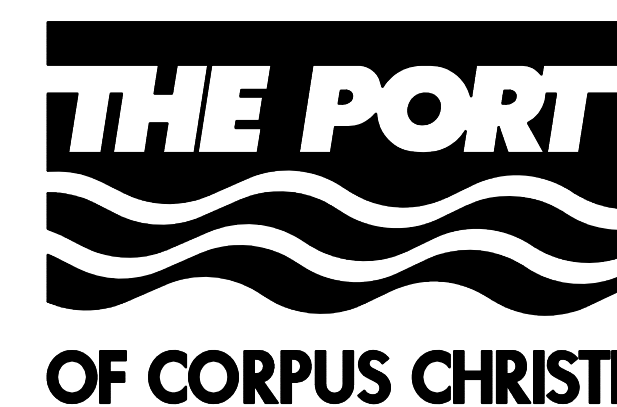
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



NO.	DATE	REVISION
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1	4/22/10	ADDENDUM NO. 1

PCCA PROJ. #10-029A

SHEET 7 OF 22



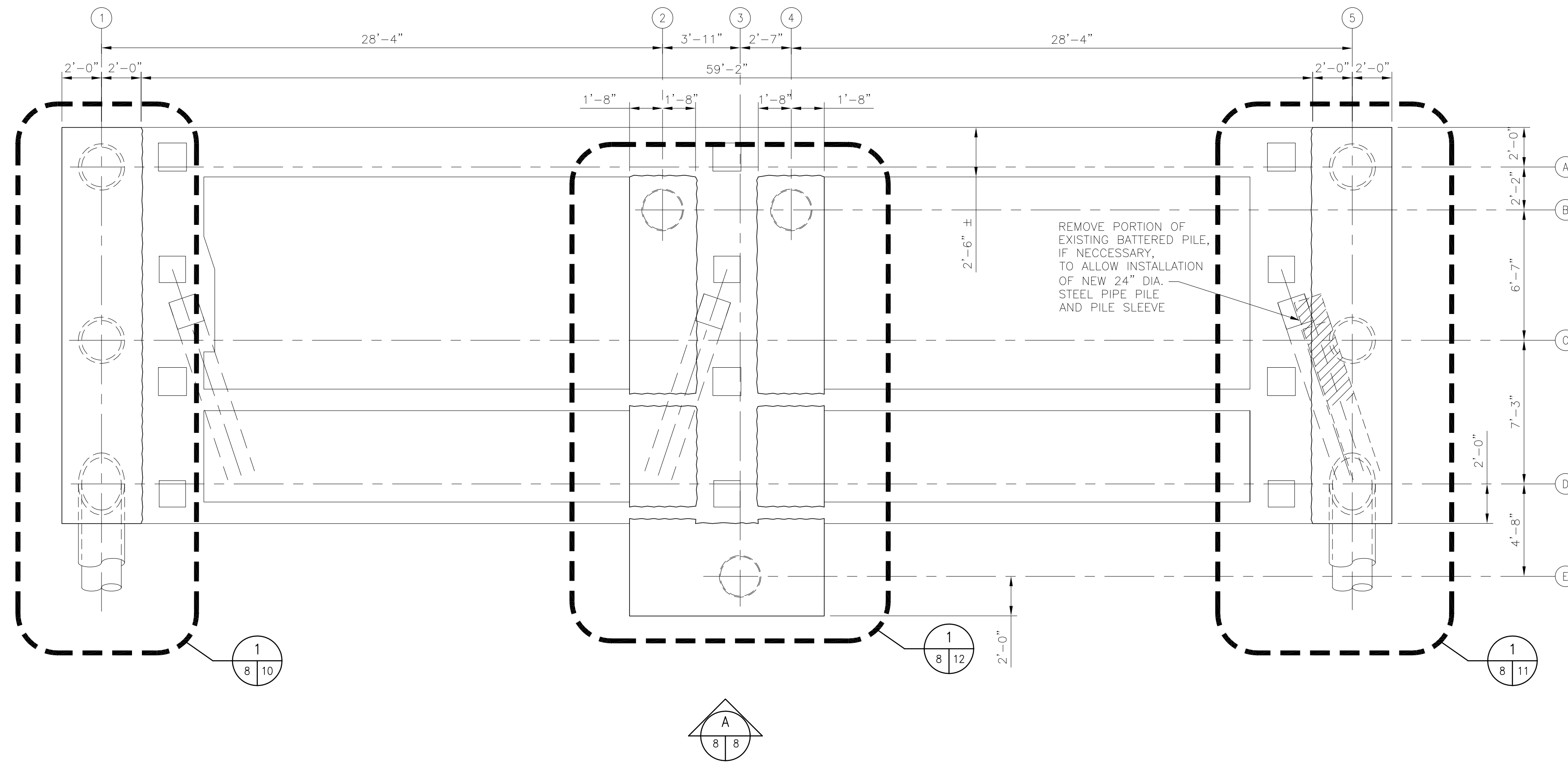
PORT OF CORPUS CHRISTI AUTHORITY

OIL DOCK NO. 9
 ALLISION REPAIRS

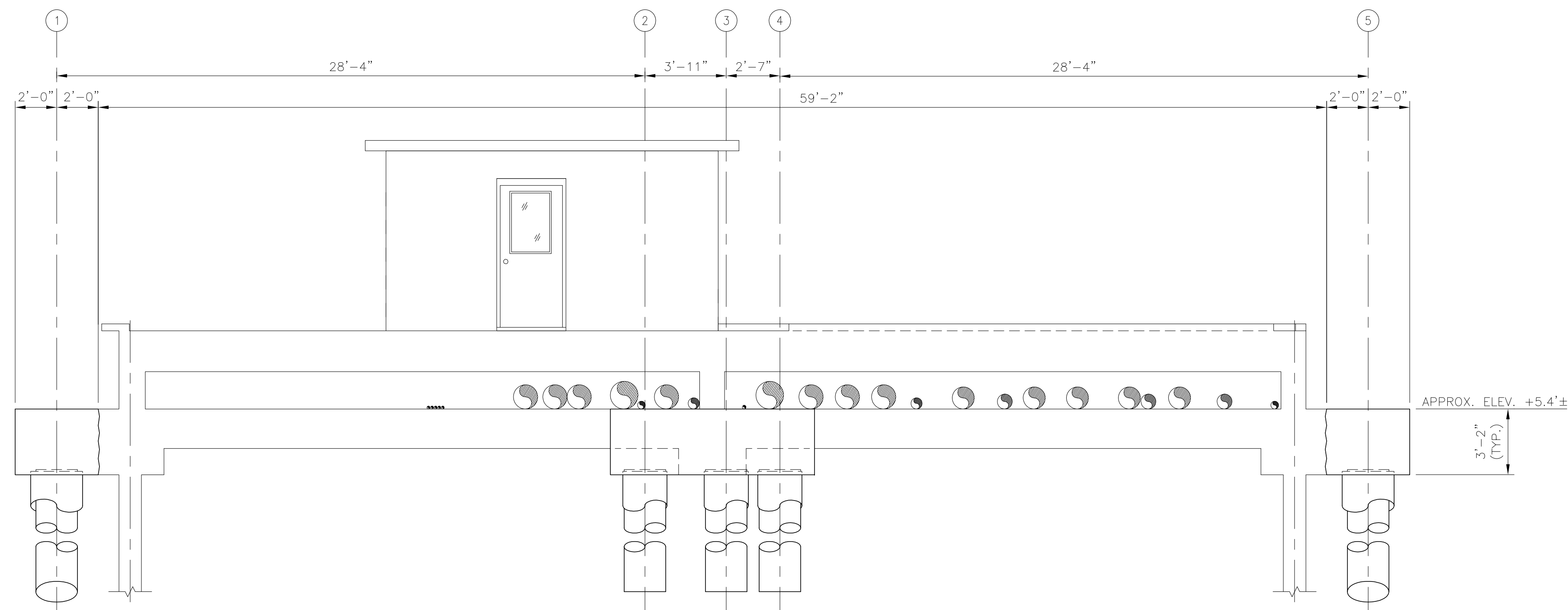
SCALE: AS NOTED	LOWER LEVEL FRAMING DEMOLITION	DATE: APRIL 2010
DWN. BY: DRJ/BBI		DWG. NO. 10029A-07

HDR/SMA JOB NO. 134897

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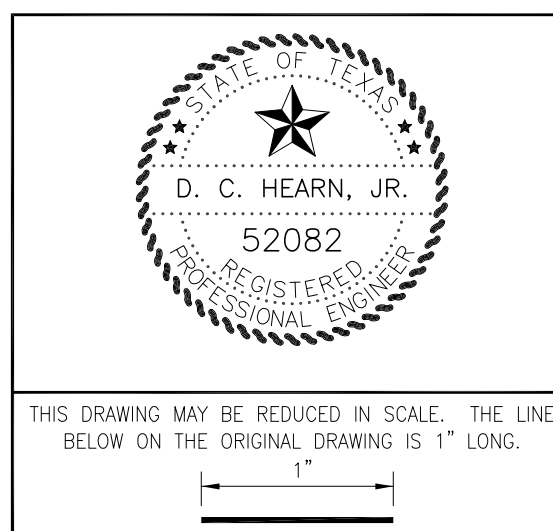
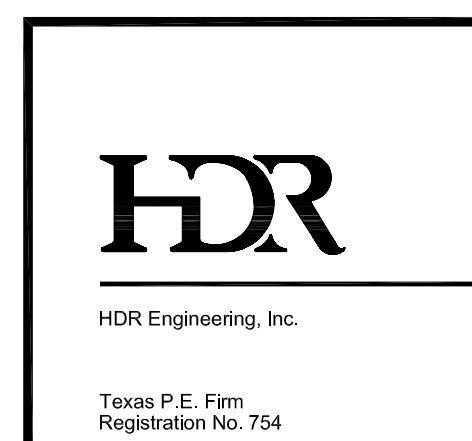


1 REPAIR PLAN
SCALE: 1/4" = 1' - 0"

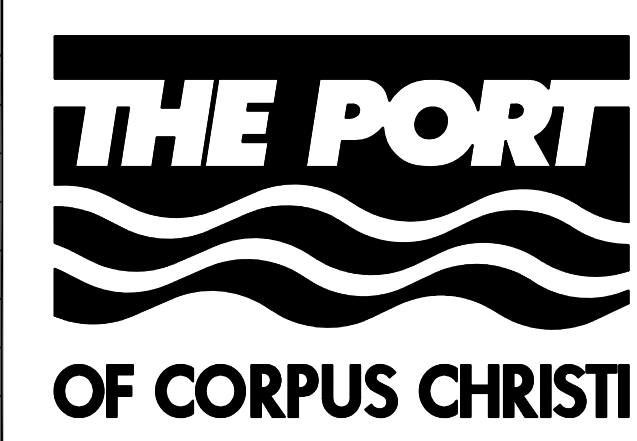


A ELEVATION
SCALE: 1/4" = 1' - 0"

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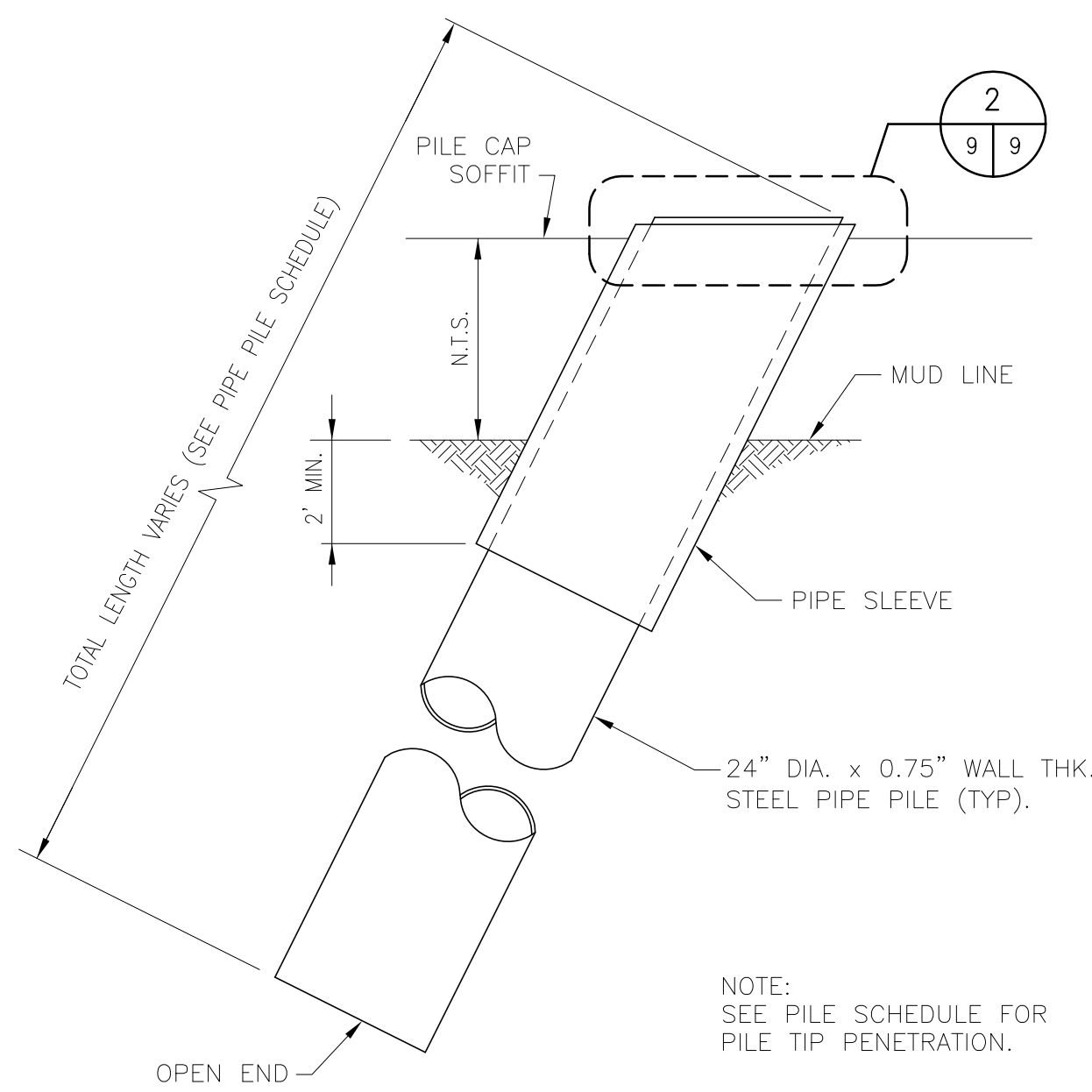


PORT OF CORPUS CHRISTI AUTHORITY	
OIL DOCK NO. 9 ALLISION REPAIRS	
SCALE: AS NOTED	DATE: APRIL 2010
DWN. BY: DRJ/BBI	DWG. NO. 10029A-08
PILE PLAN AND ELEVATION	

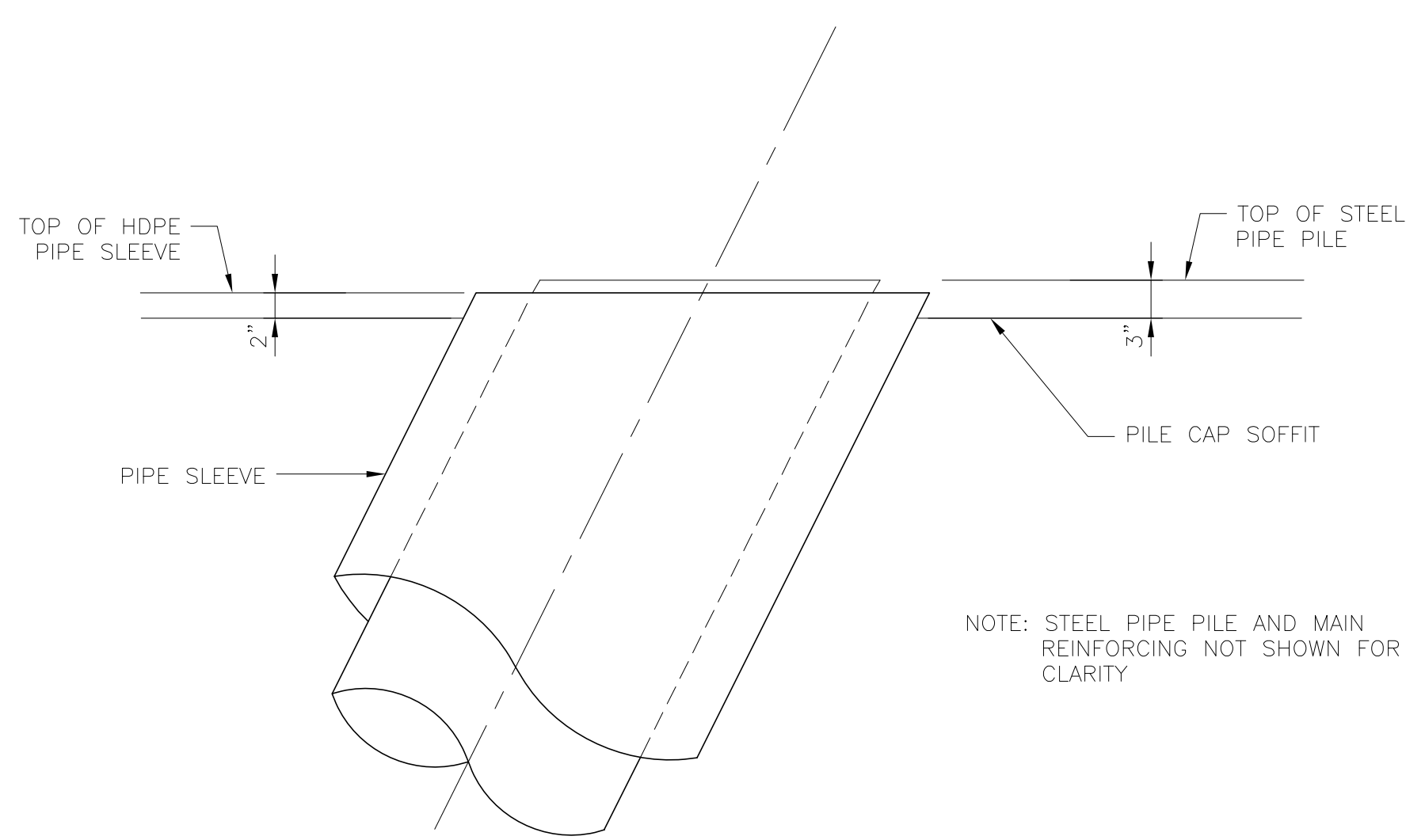
PCCA PROJ. #10-029A

SHEET 8 OF 22

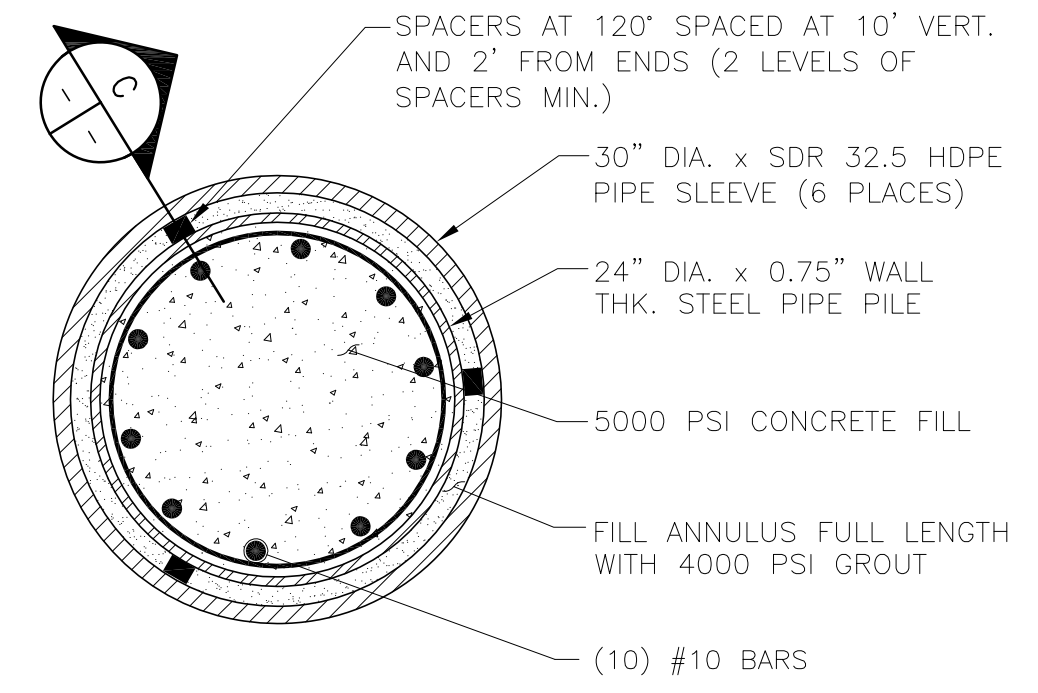
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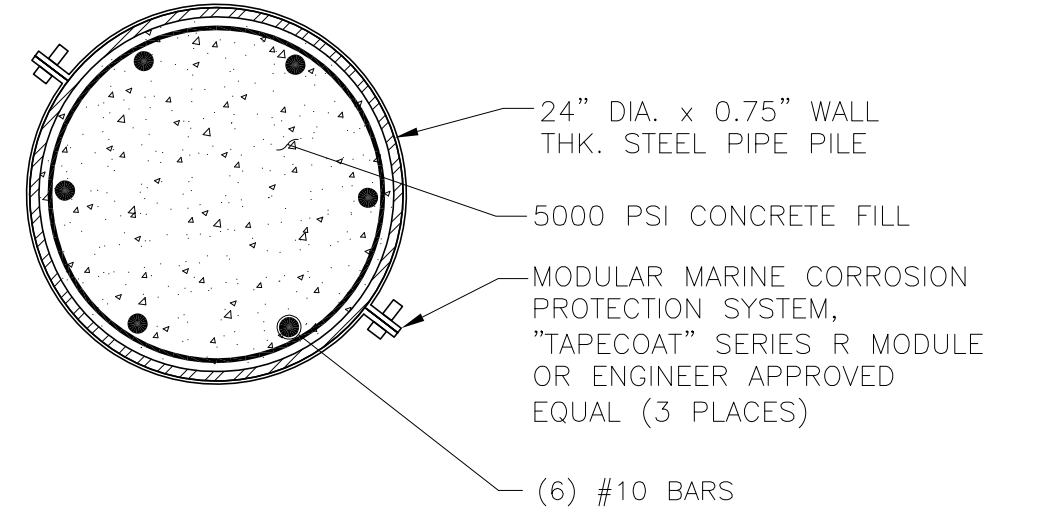
1 TYPICAL STEEL PILE DETAIL
SCALE: NONE



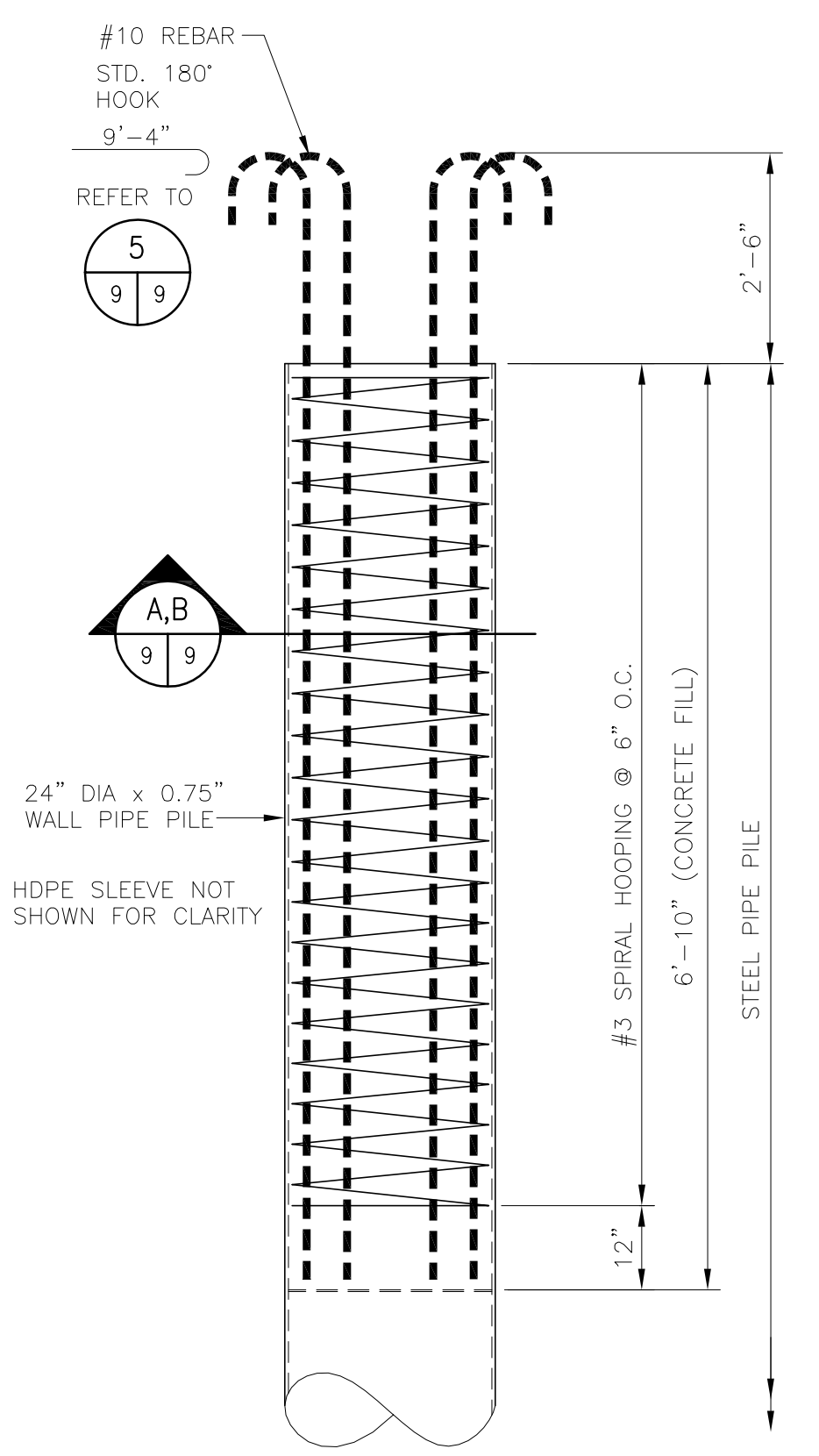
2 DETAIL
SCALE: 1" = 1' - 0"



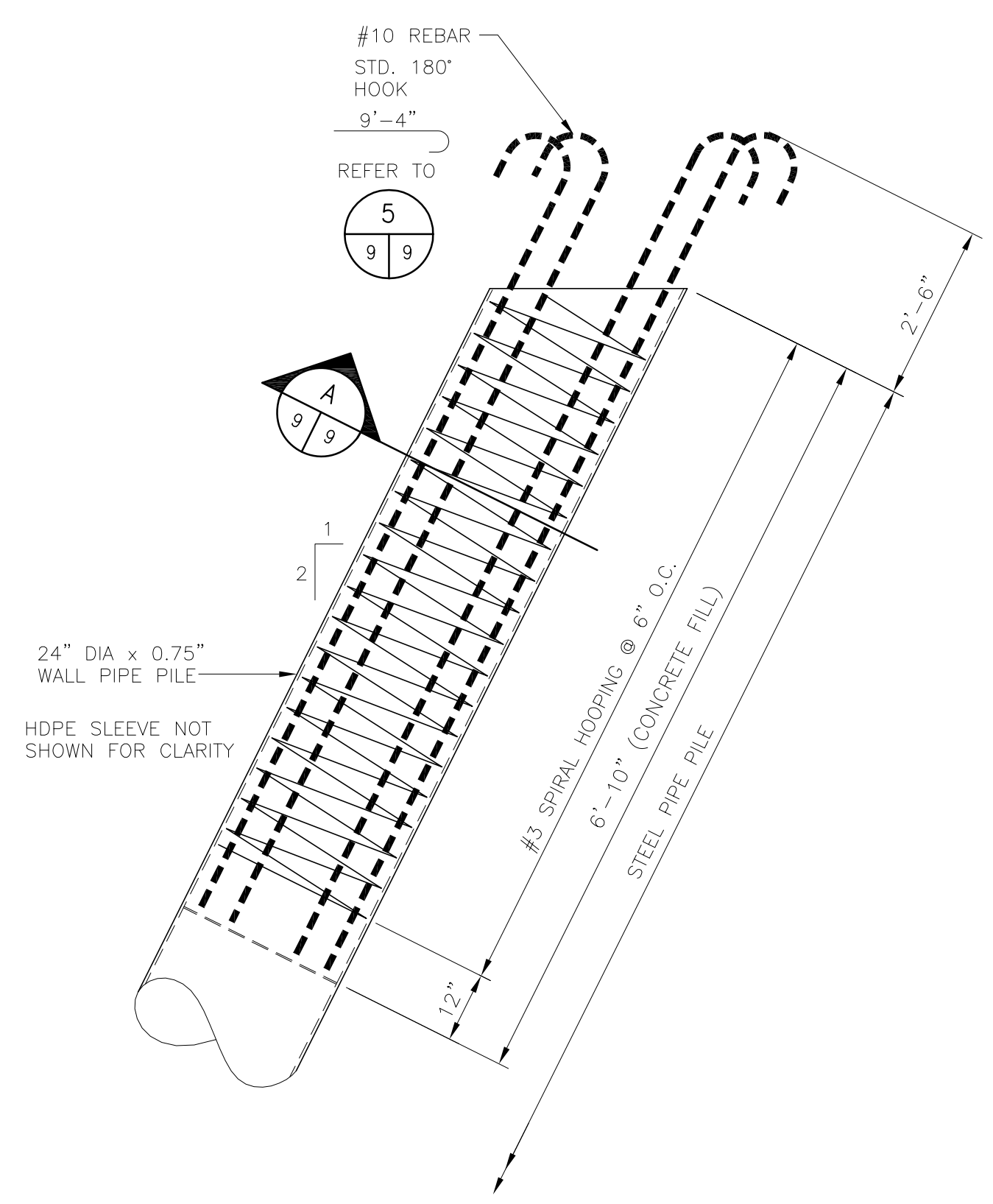
A SECTION
SCALE: 1" = 1' - 0"



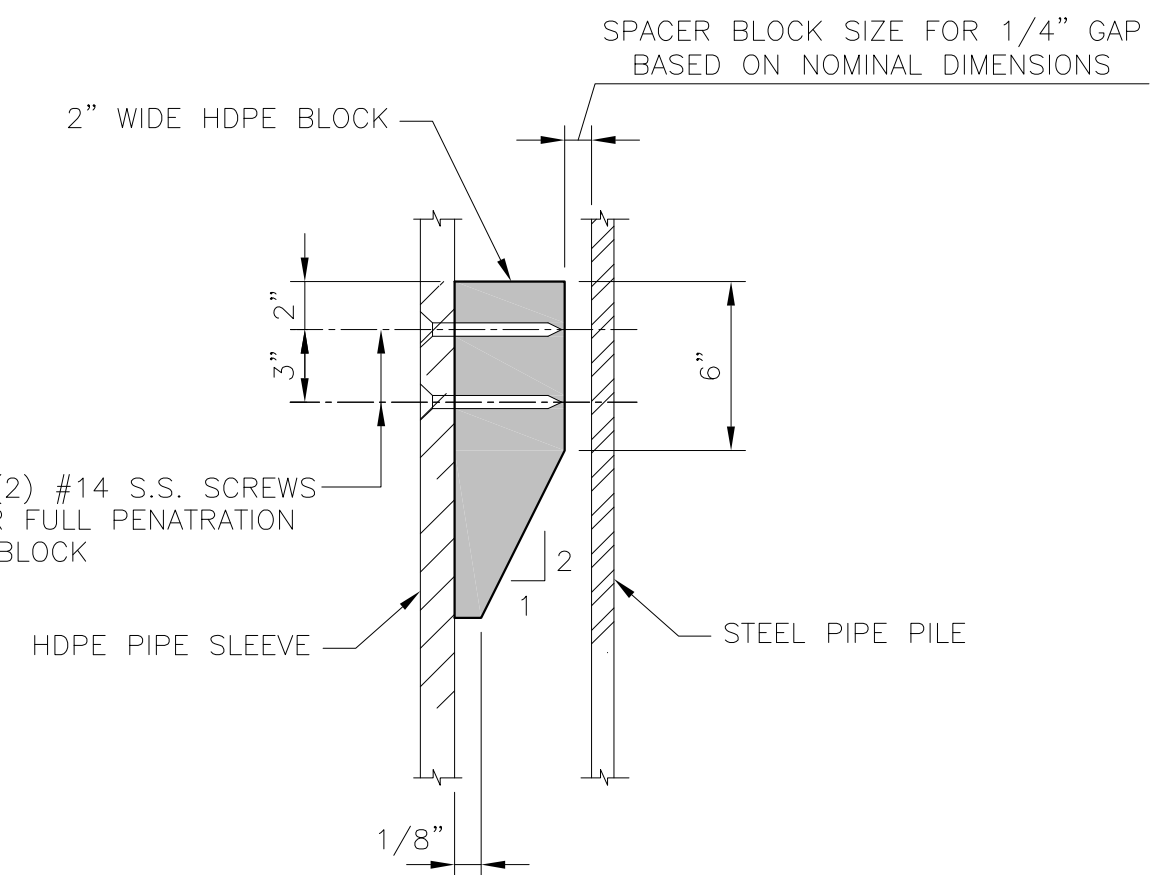
B SECTION
SCALE: 1" = 1' - 0"



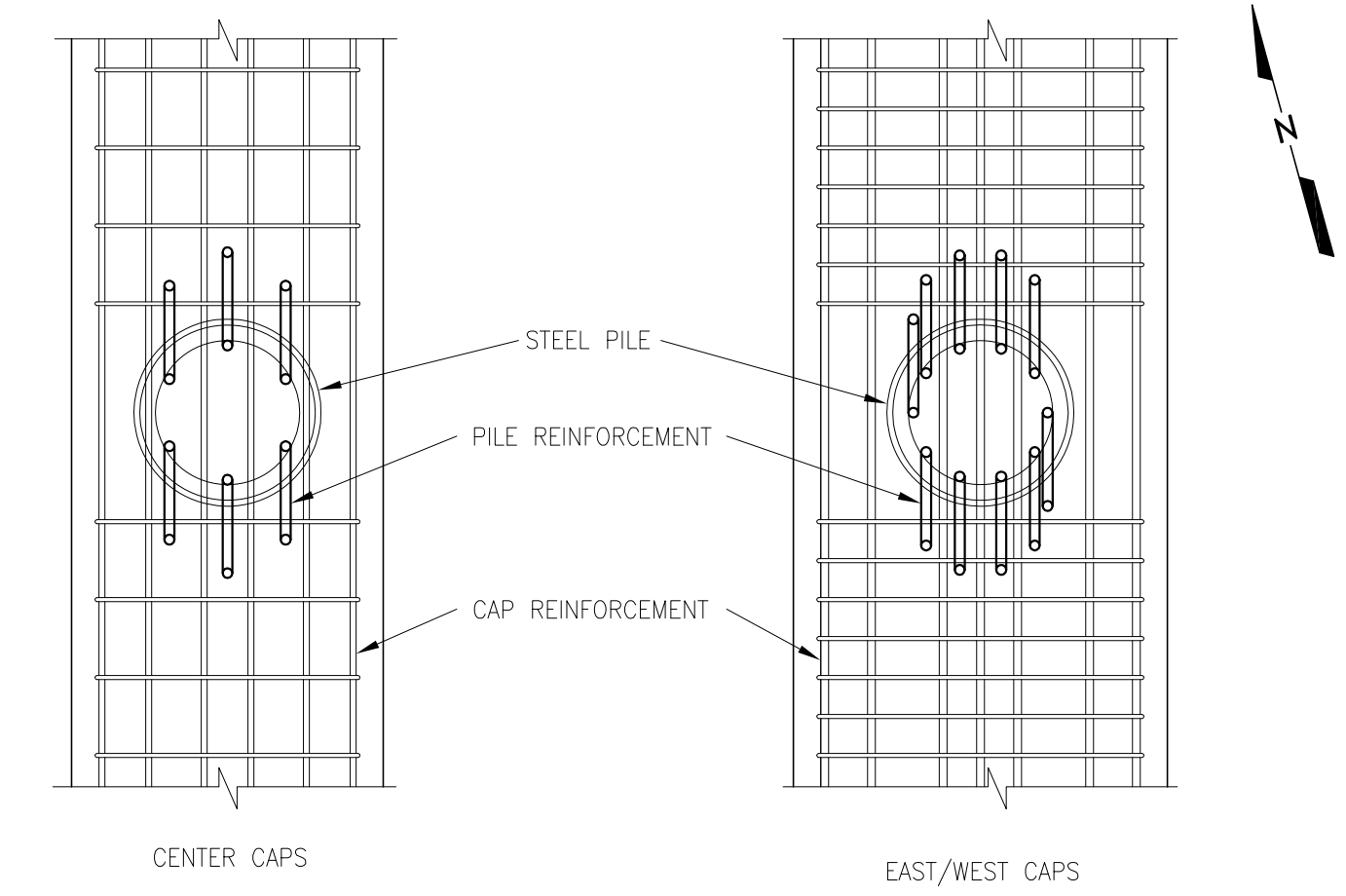
3 PIPE PILE DETAIL
SCALE: NONE



4 PIPE PILE DETAIL
SCALE: NONE



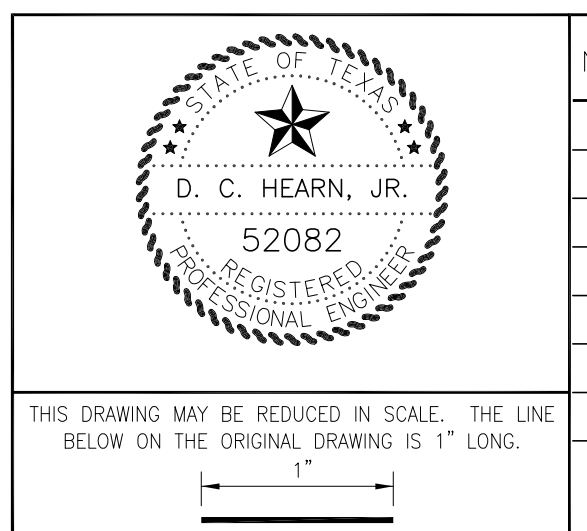
C SECTION
SCALE: 1 1/2" = 1' - 0"



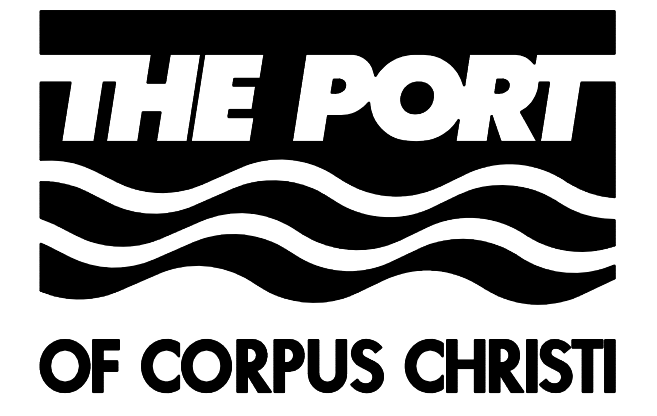
5 STEEL PILE REINFORCING ORIENTATION PLANS
SCALE: 1/2" = 1' - 0"

LOCATION	REINF. SECTION	VERTICAL BATTER	HORIZONTAL BATTER	BID PILE TIP ELEV.	APPROX. MUDDLINE EL.	ACTUAL PILE TIP ELEV.	END OF INITIAL DRIVING			BEGINNING OF RESTRIKE			END OF RESTRIKE			CAPWAP CAPACITY, (KIPS)		
							BLOWS/FT	BLOWS/IN	BLOWS/FT	BLOWS/FT	BLOWS/IN	BLOWS/FT	BLOWS/FT	BLOWS/IN	BLOWS/FT	SKIN	TOE	TOTAL
WEST PILE CAP	A1	A	PLUMB	-59'	-24'													
	C1	A	PLUMB	-77'	-18'													
	D1	A	6H : 12V	SOUTH	-62'	-13'												
CENTER PILE CAP	B2	B	PLUMB	-59'	-23'													
	B4	B	PLUMB	-59'	-18'													
	E3	B	PLUMB	-62'	-13'													
EAST PILE CAP	A5	A	PLUMB	-59'	-24'													
	C5	A	PLUMB	-77'	-19'													
	D5	A	6H : 12V	SOUTH	-62'	-14'												

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NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PCCA PROJ. #10-029A SHEET 9 OF 22

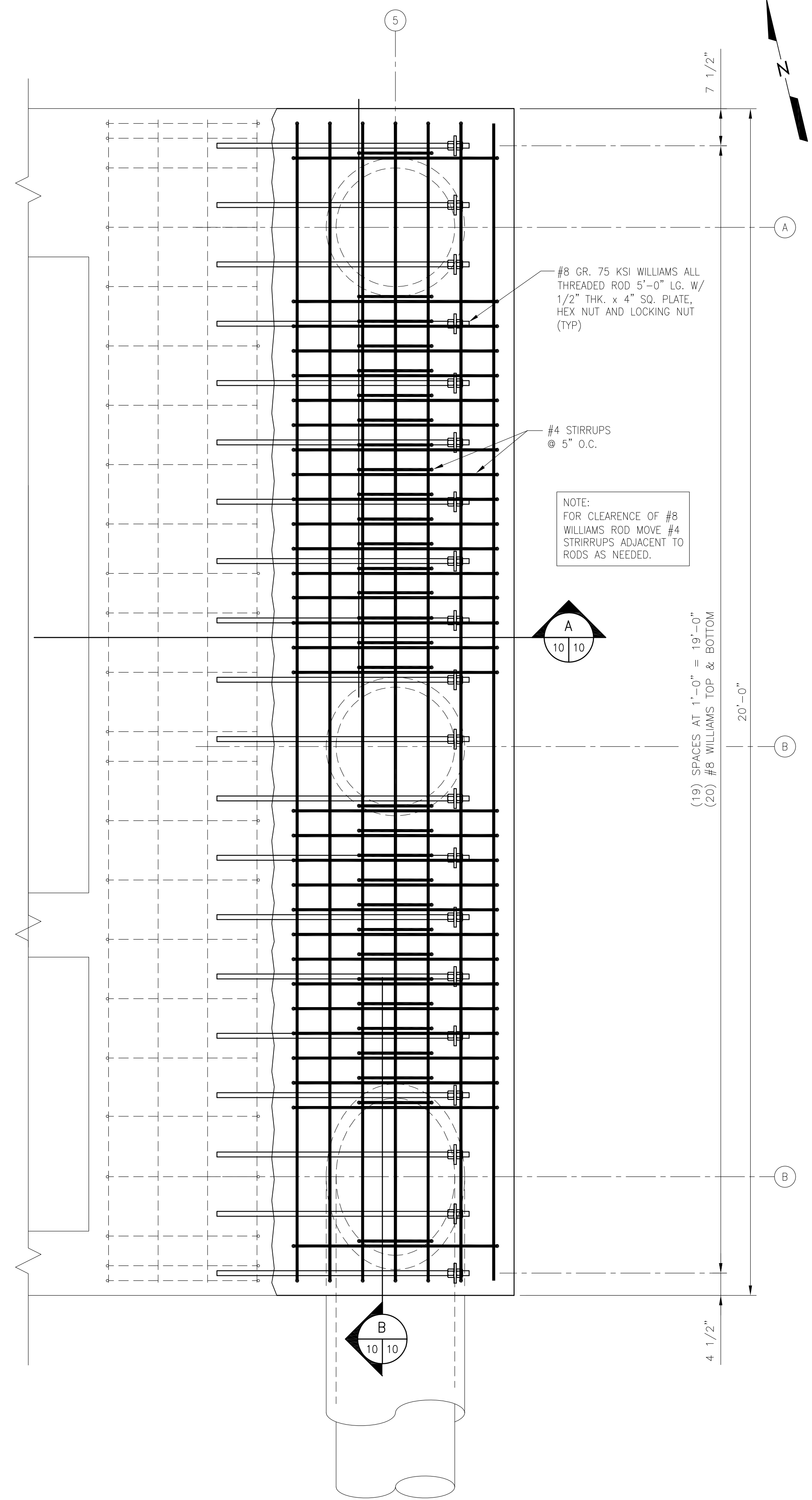
PORT OF CORPUS CHRISTI AUTHORITY

OIL DOCK NO. 9 ALLISION REPAIRS

SCALE: AS NOTED
DWN. BY: DRJ/BBJ

PILE DETAILS

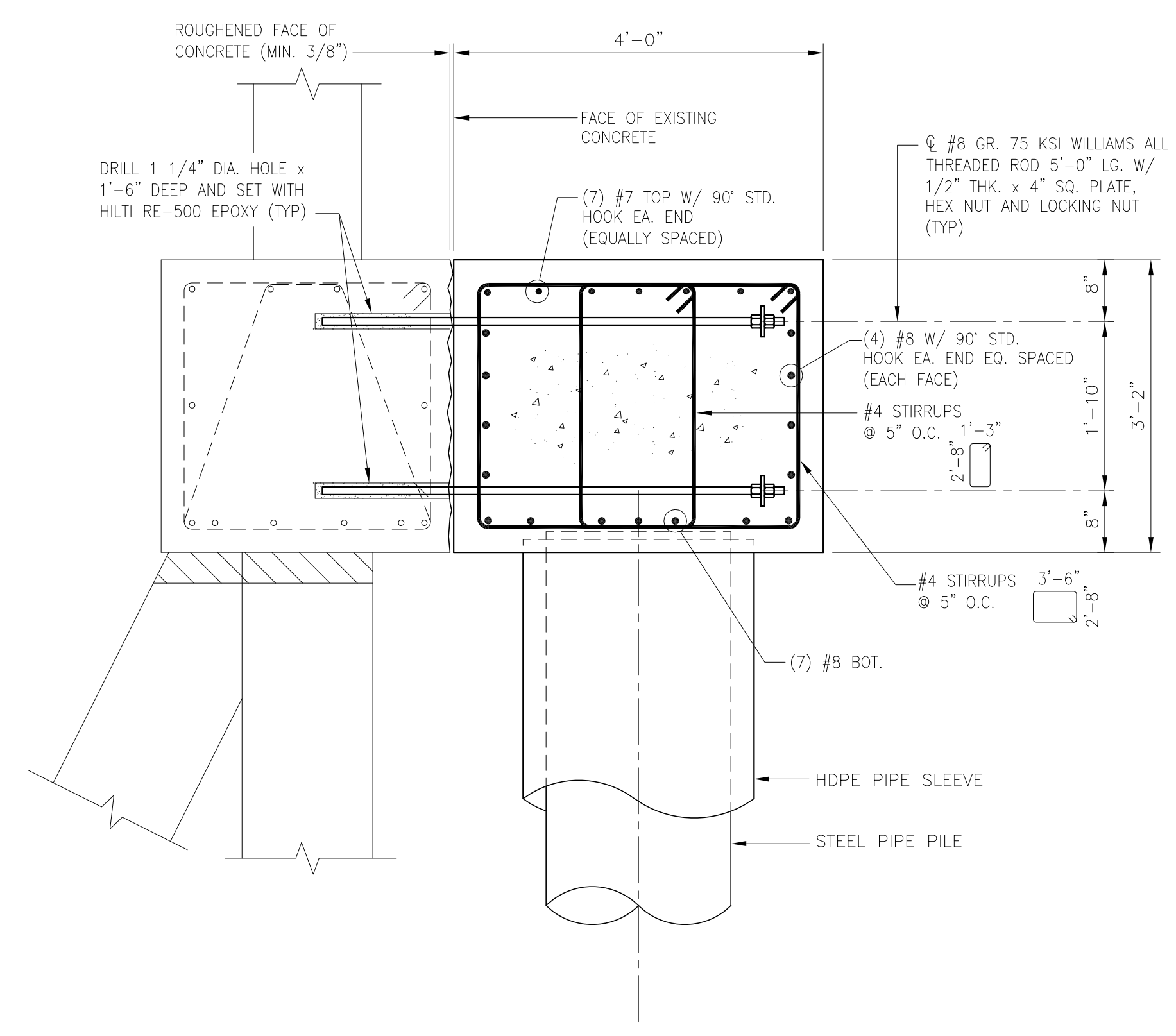
DATE: APRIL 2010
DWG. NO. 10029A-09



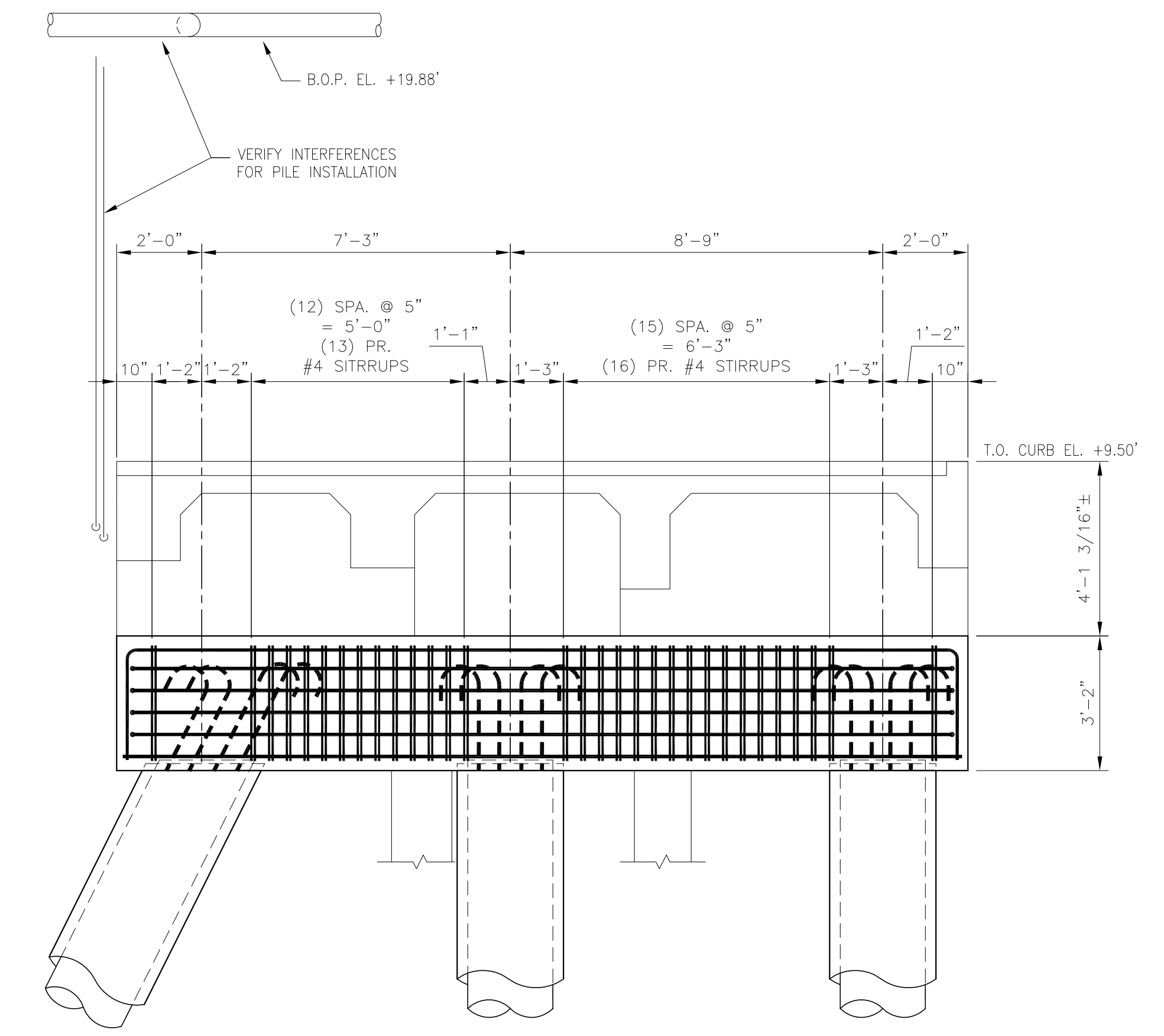
NOTE:
FOR CLEARANCE OF #8
WILLIAMS ROD MOVE #4
STIRRUPS ADJACENT TO
RODS AS NEEDED.

(19) SPACES AT 1'-0" = 19'-0"
(20) #8 WILLIAMS TOP & BOTTOM

1 DETAIL
SCALE: 3/4" = 1' - 0"

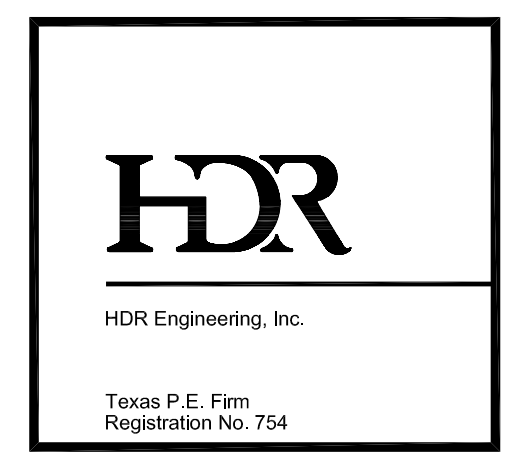


A SECTION
SCALE: 3/4" = 1' - 0"

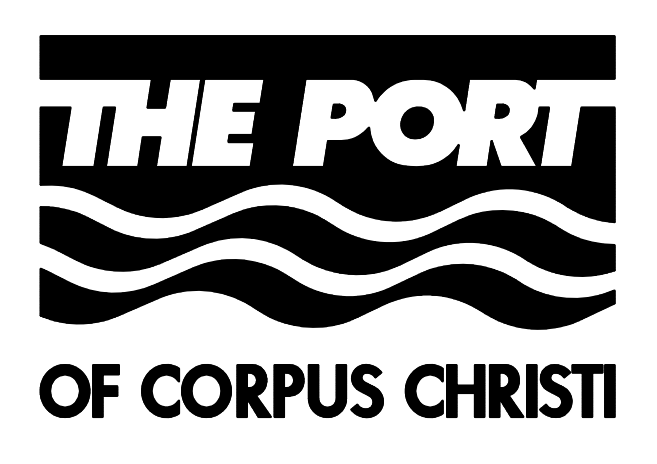


B SECTION
SCALE: 3/8" = 1' - 0"

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1	4/22/10	ADDENDUM NO. 1



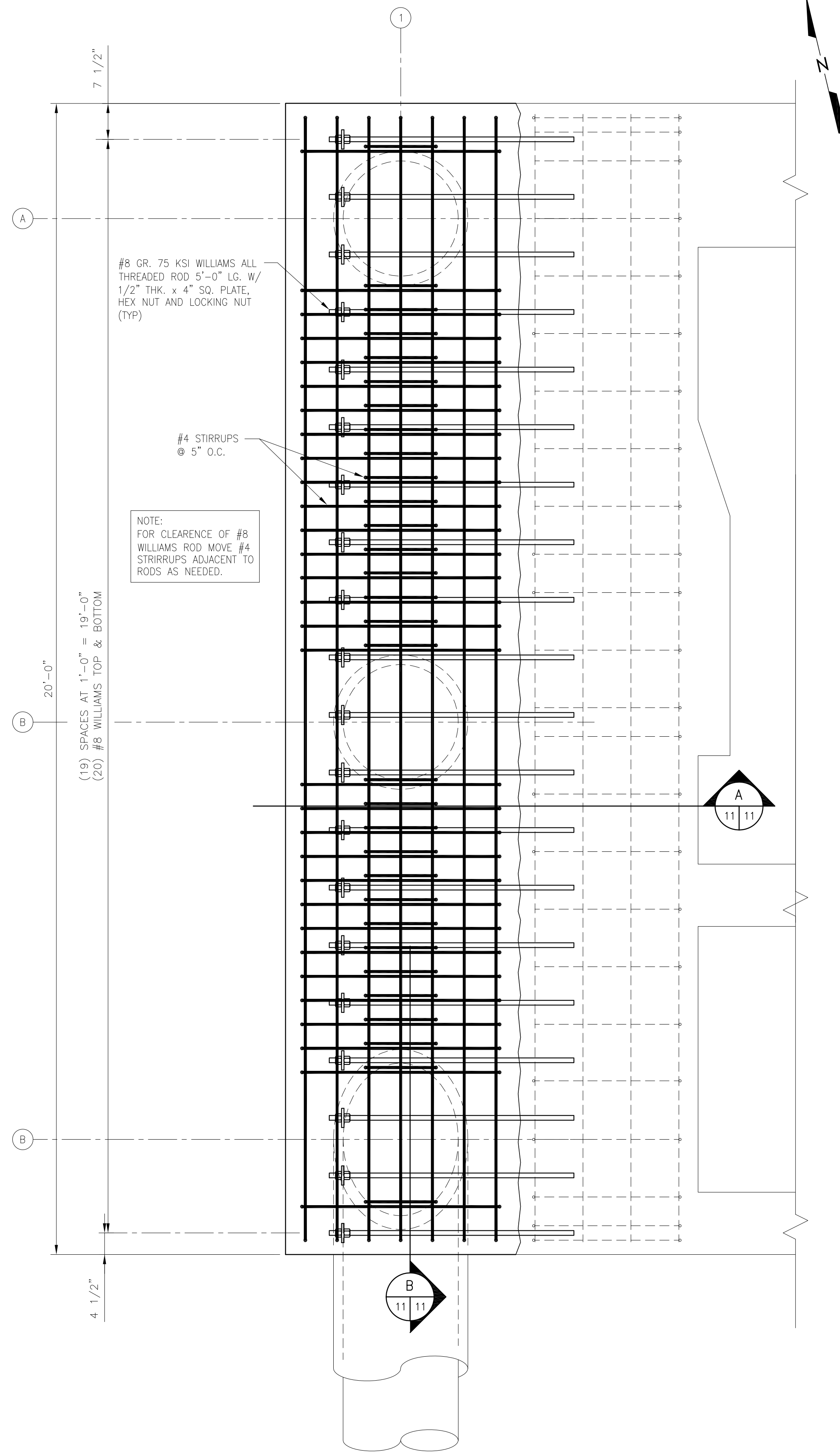
PORT OF CORPUS CHRISTI AUTHORITY	
OIL DOCK NO. 9 ALLISION REPAIRS	
SCALE: AS NOTED	DATE: APRIL 2010
DWN. BY: DRJ/BBI	DWG. NO. 10029A-10

PCCA PROJ. #10-029A

SHEET 10 OF 22

HDR/SMA JOB NO. 134897

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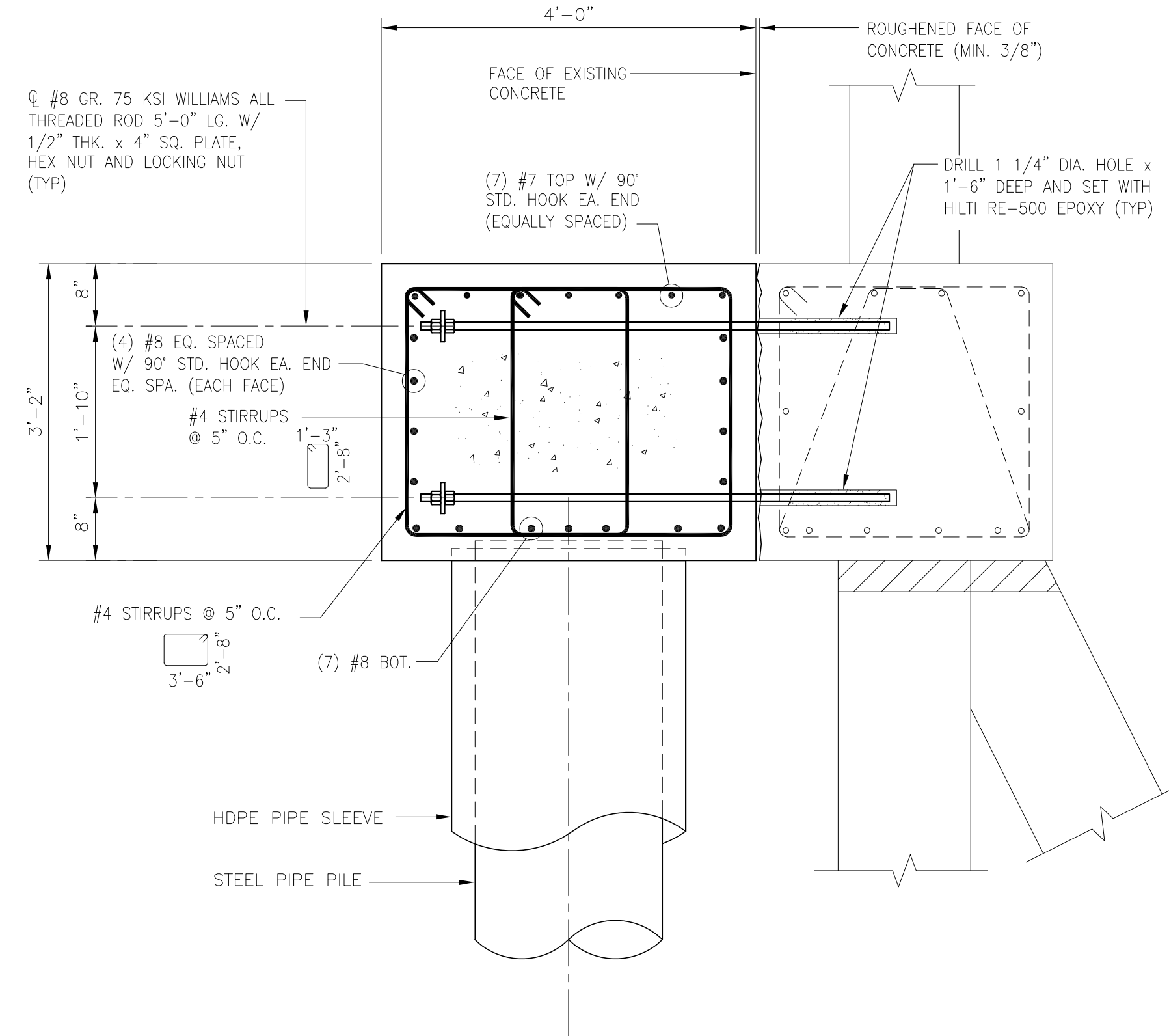
#8 GR. 75 KSI WILLIAMS ALL THREADED ROD 5'-0" LG. W/ 1/2" THK. x 4" SQ. PLATE, HEX NUT AND LOCKING NUT (TYP)

#4 STIRRUPS @ 5" O.C.

NOTE:
FOR CLEARANCE OF #8 WILLIAMS ROD MOVE #4 STIRRUPS ADJACENT TO RODS AS NEEDED.

(19) SPACES AT 1'-0" = 19'-0"
(20) #8 WILLIAMS TOP & BOTTOM

1 DETAIL
SCALE: 3/4" = 1' - 0"



#8 GR. 75 KSI WILLIAMS ALL THREADED ROD 5'-0" LG. W/ 1/2" THK. x 4" SQ. PLATE, HEX NUT AND LOCKING NUT (TYP)

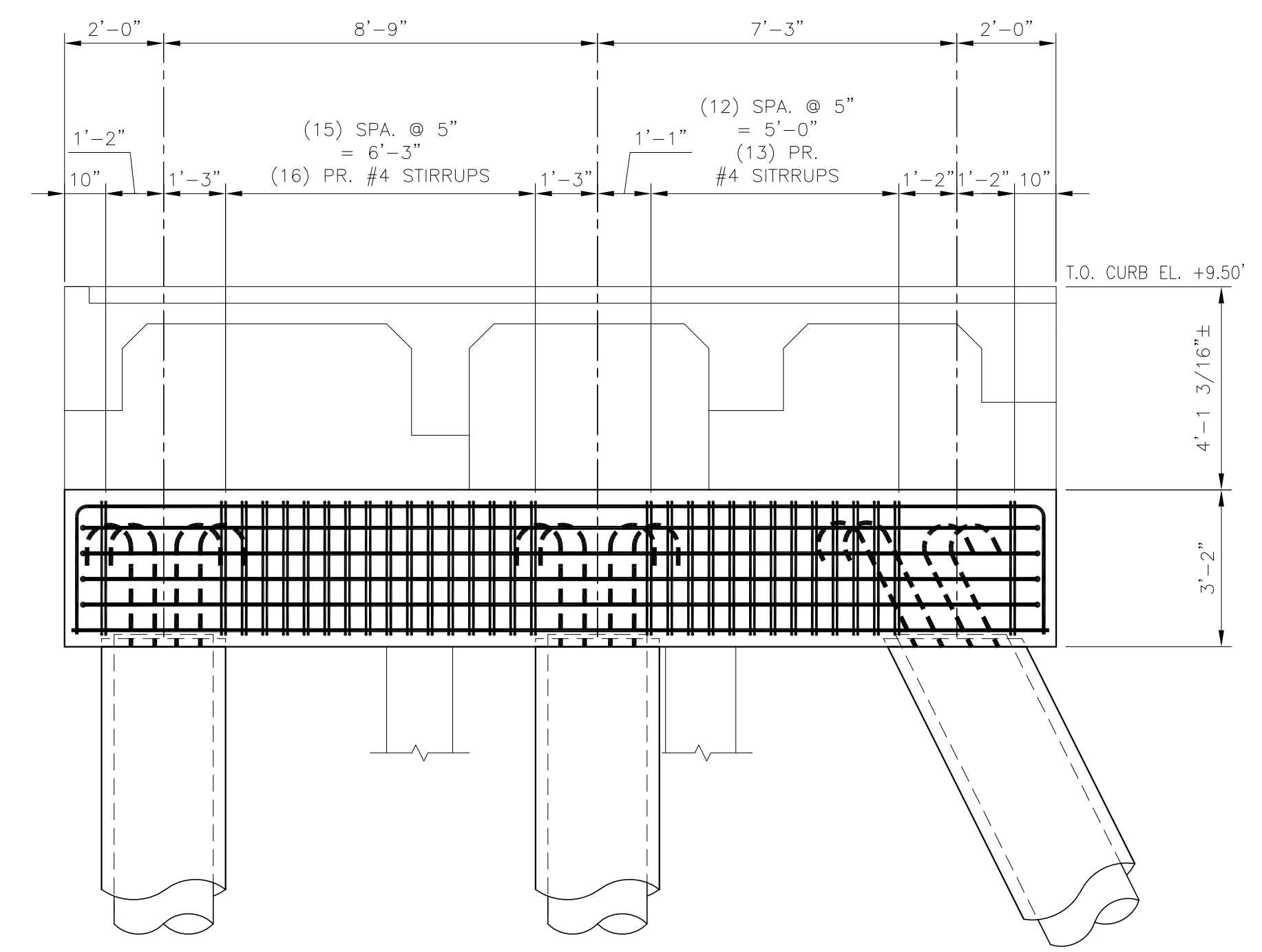
(4) #8 EQ. SPACED W/ 90° STD. HOOK EA. END EQ. SPA. (EACH FACE)
#4 STIRRUPS @ 5" O.C.

#4 STIRRUPS @ 5" O.C.

(7) #8 BOT.

HDPE PIPE SLEEVE
STEEL PIPE PILE

A SECTION
SCALE: 3/4" = 1' - 0"



(15) SPA. @ 5" = 6'-3"

(12) SPA. @ 5" = 5'-0"
(13) PR. #4 STIRRUPS

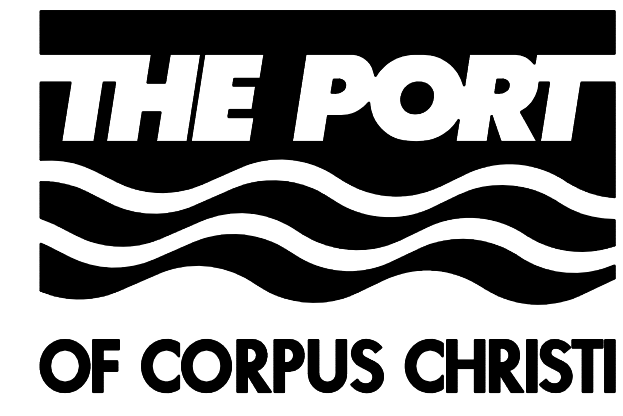
T.O. CURB EL. +9.50'

B SECTION
SCALE: 3/8" = 1' - 0"

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1	4/22/10	ADDENDUM NO. 1

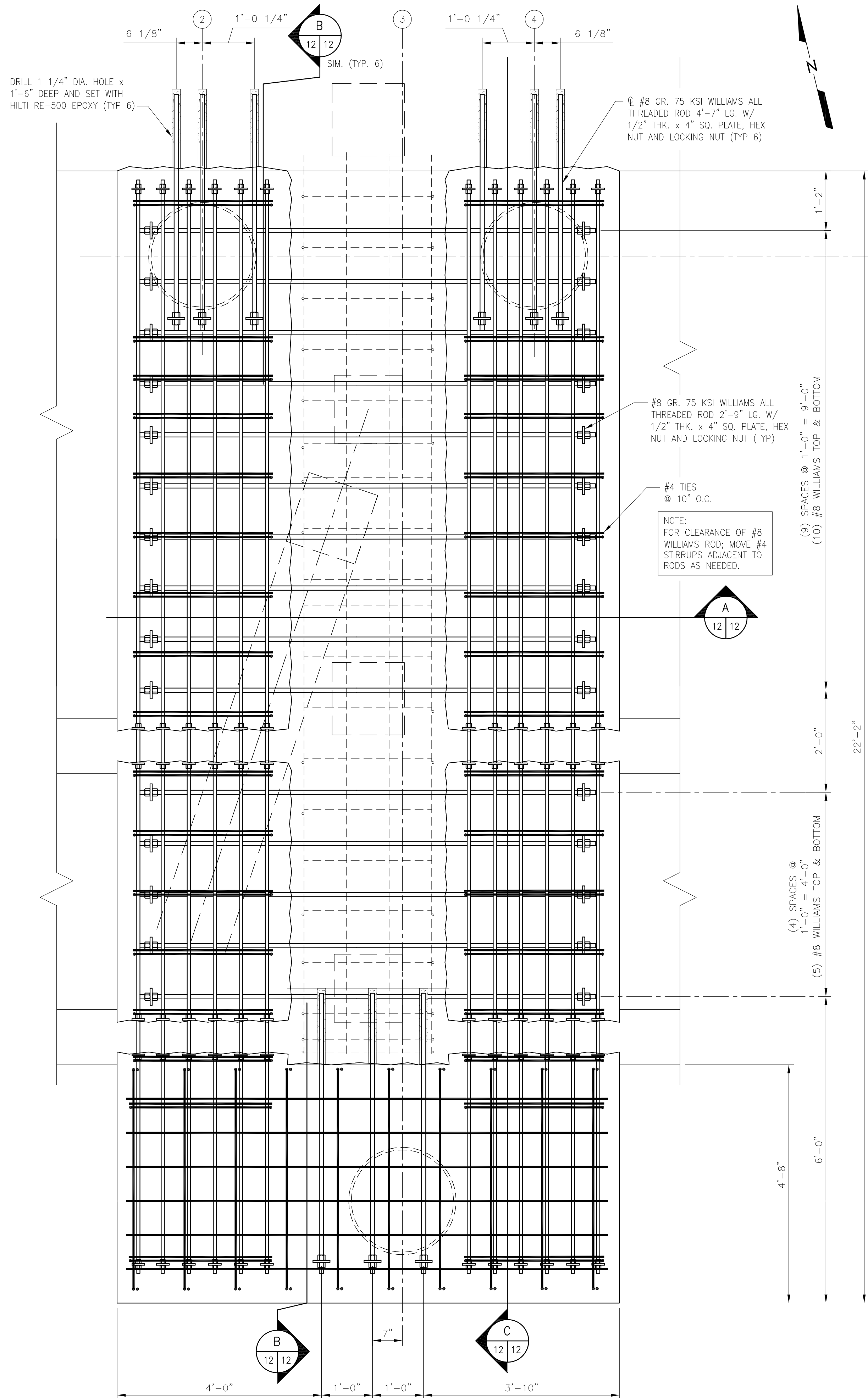


PORT OF CORPUS CHRISTI AUTHORITY	
OIL DOCK NO. 9 ALLISION REPAIRS	
SCALE: AS NOTED	DATE: APRIL 2010
DWN. BY: DRJ/BBI	DWG. NO. 10029A-11

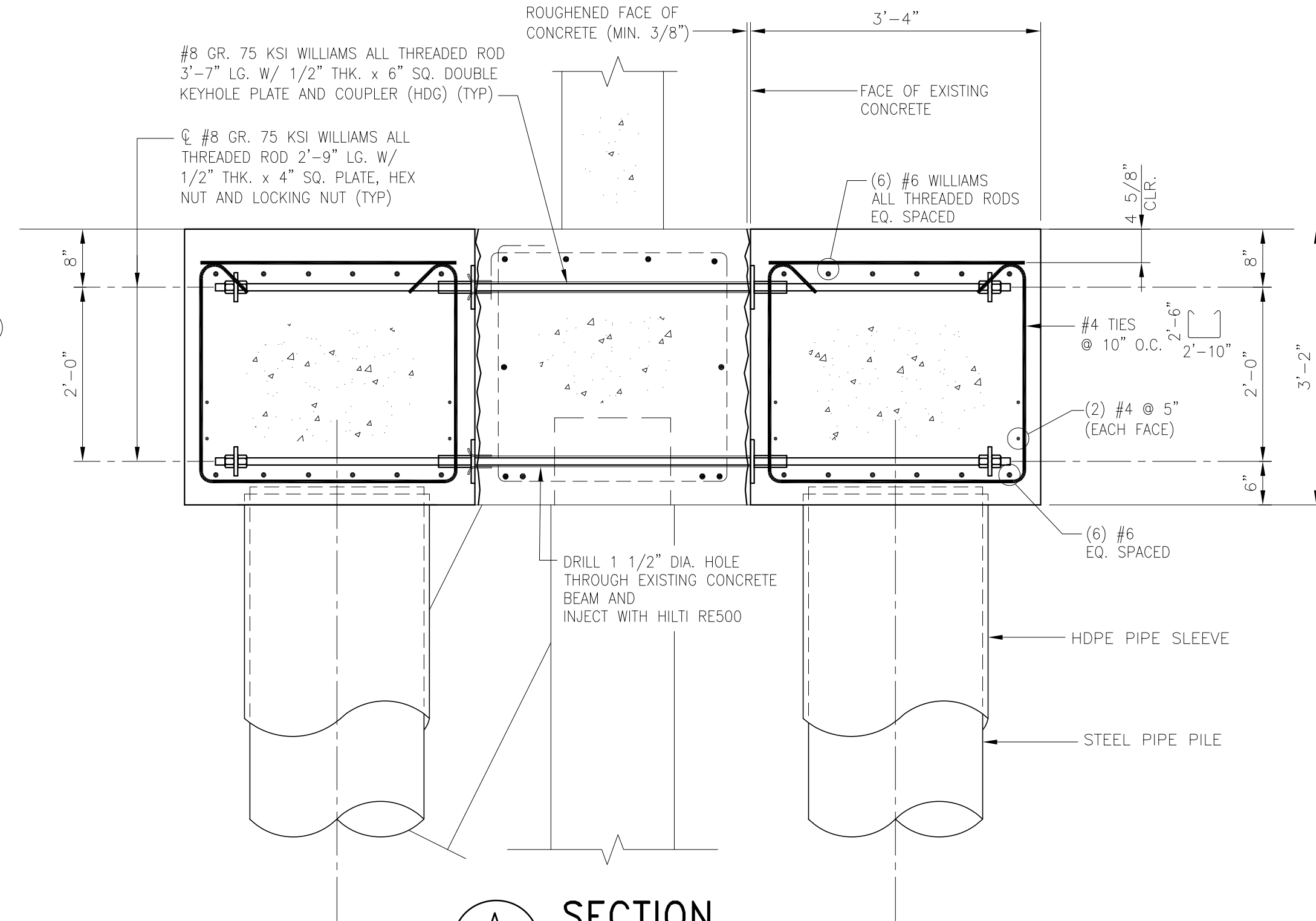
PCCA PROJ. #10-029A

SHEET 11 OF 22

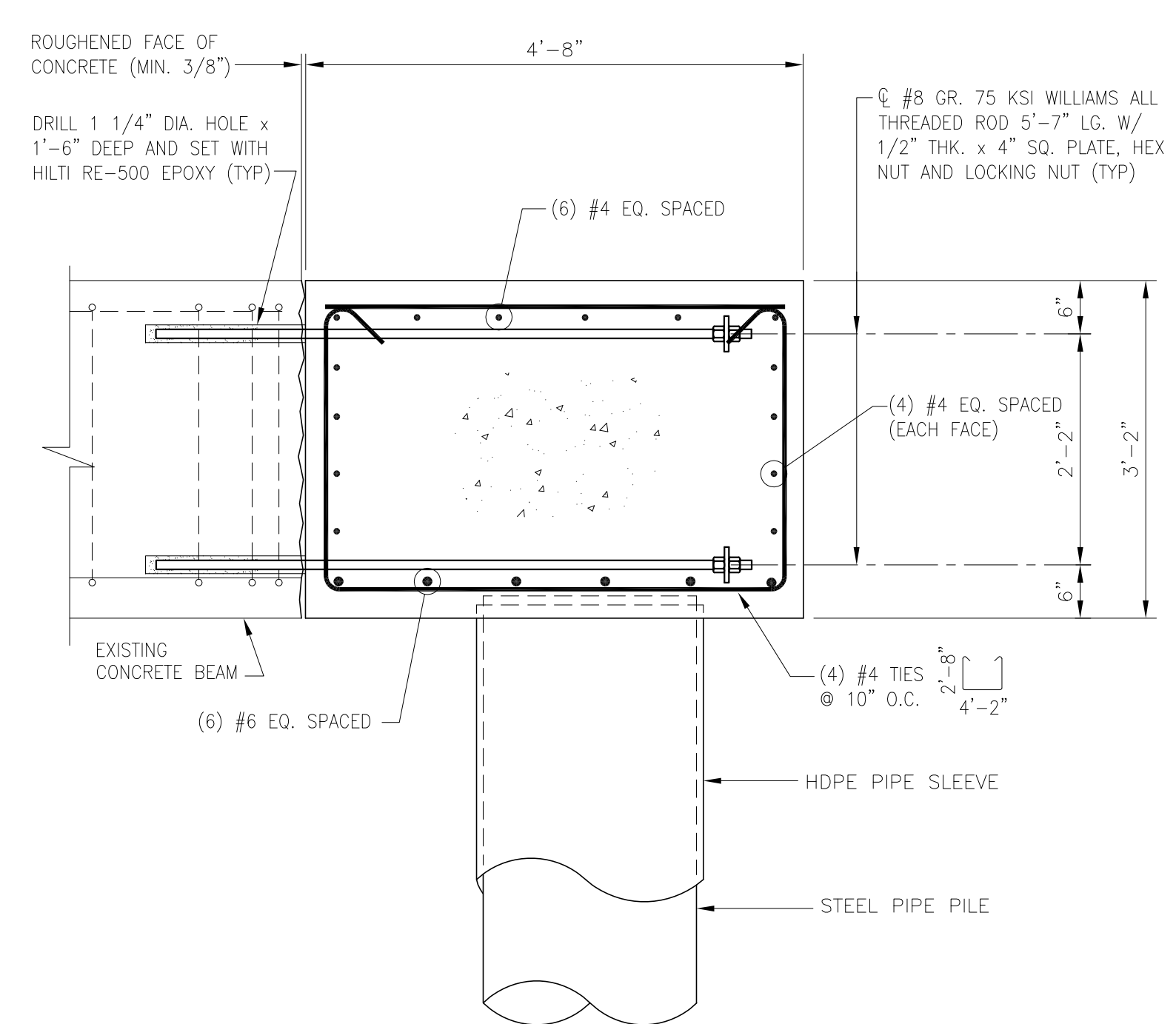
HDR/SMA JOB NO. 134897



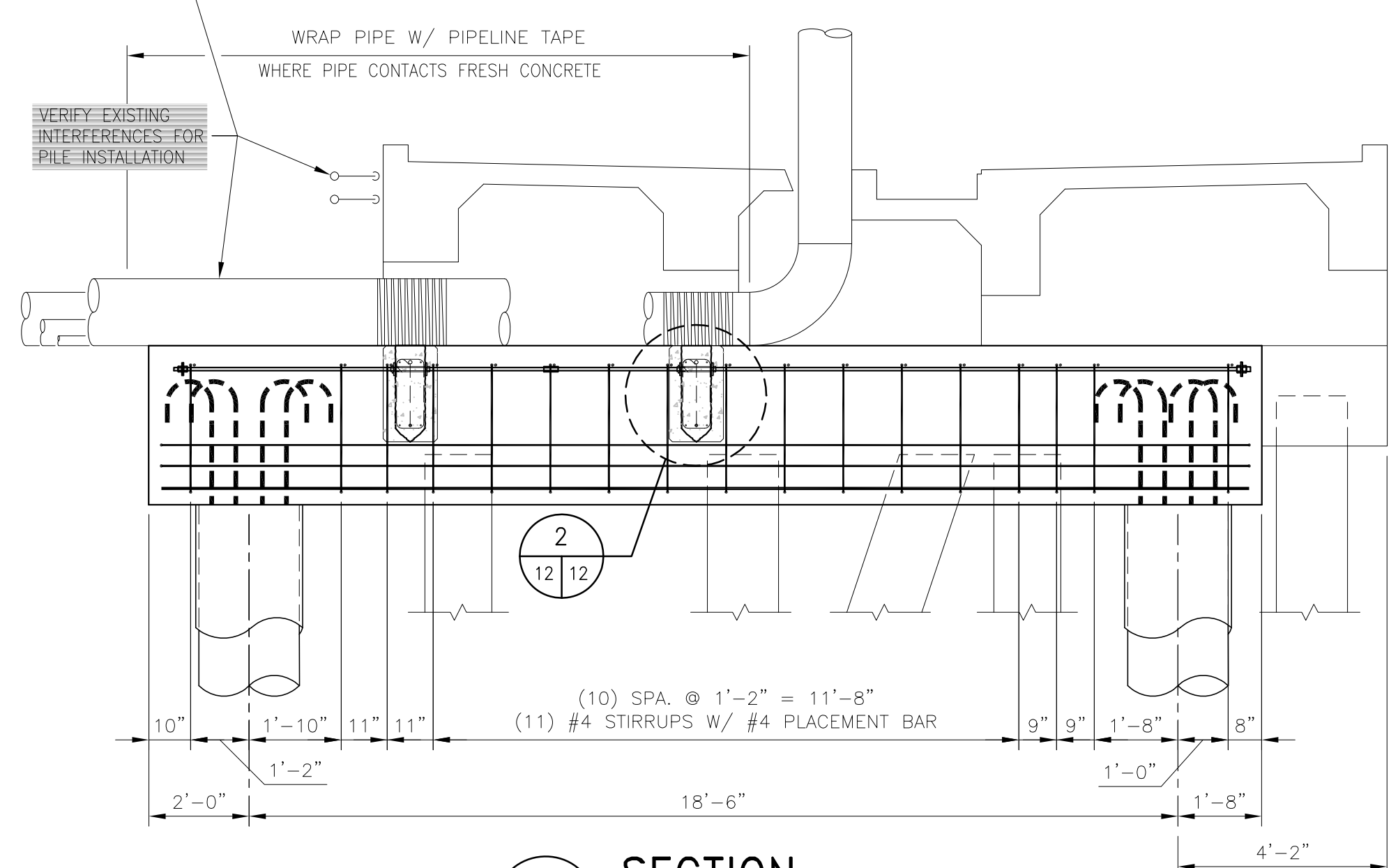
1 DETAIL
SCALE: 3/4" = 1' - 0"



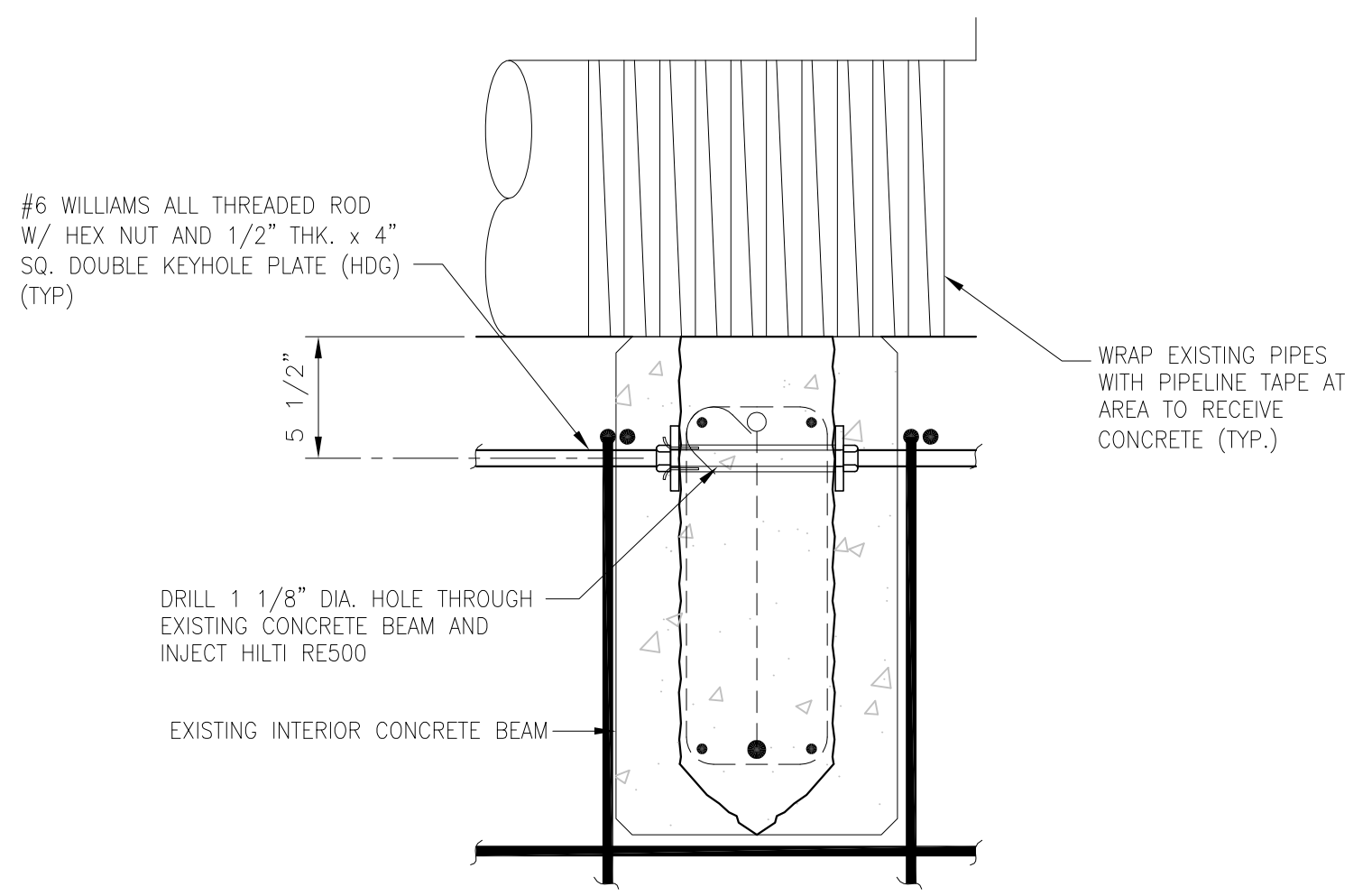
A SECTION
SCALE: 3/4" = 1' - 0"



B SECTION
SCALE: 3/4" = 1' - 0"



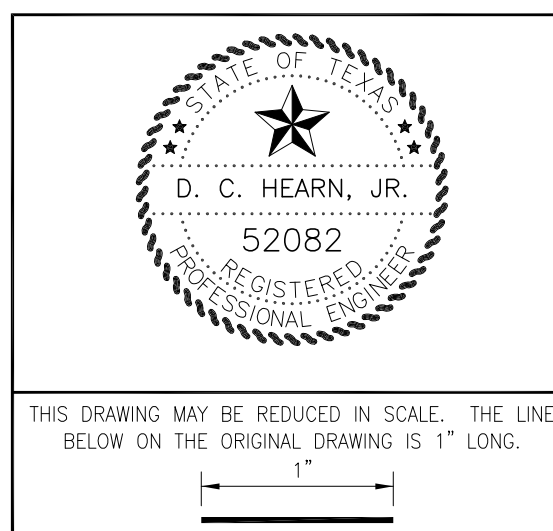
C SECTION
SCALE: 3/8" = 1' - 0"



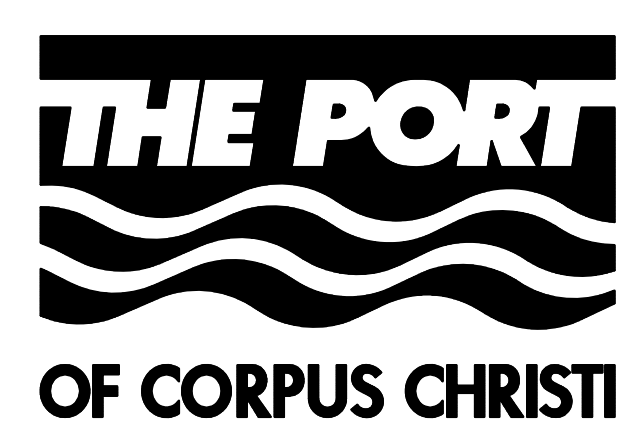
2 DETAIL
SCALE: 1 1/2" = 1' - 0"

PCCA PROJ. #10-029A

SHEET 12 OF 22



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY

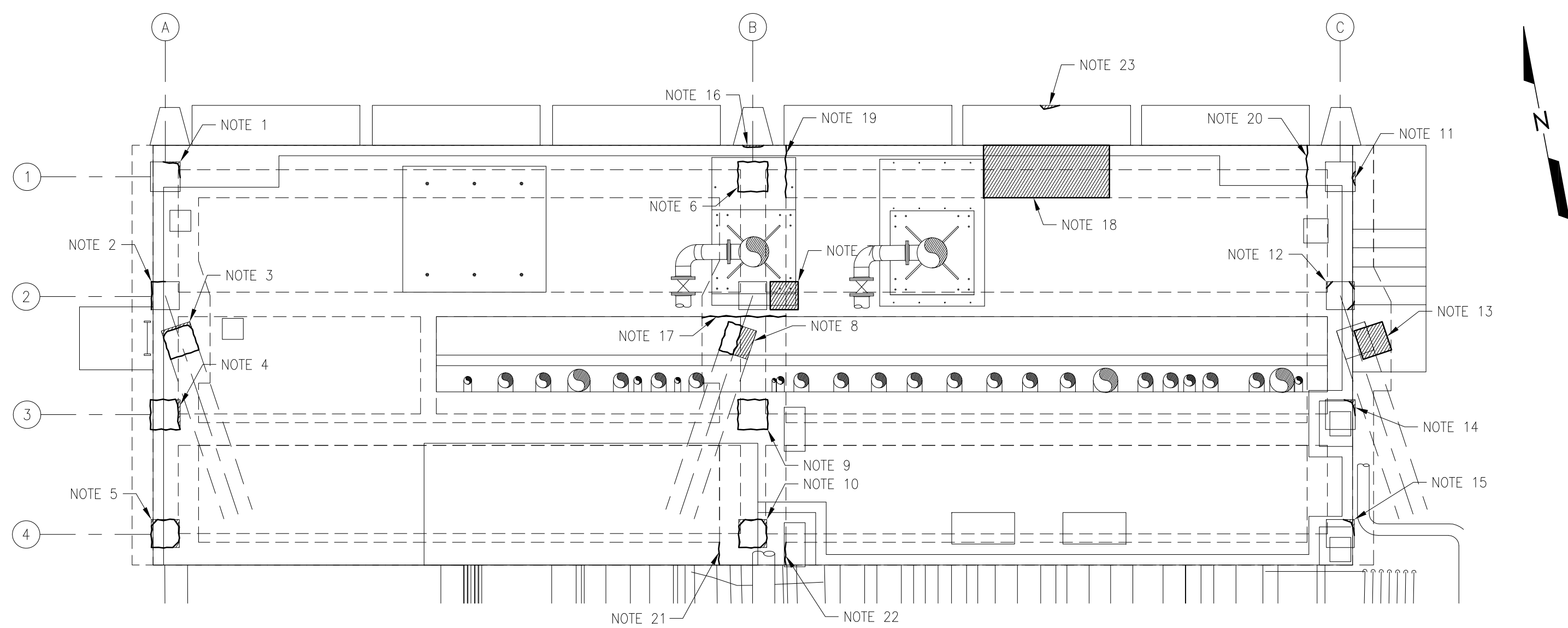
**OIL DOCK NO. 9
ALLISION REPAIRS**

CENTER BENT DETAILS

SCALE: AS NOTED
DWN. BY: DRJ/BBI

DATE: APRIL 2010
DWG. NO. 10029A-12

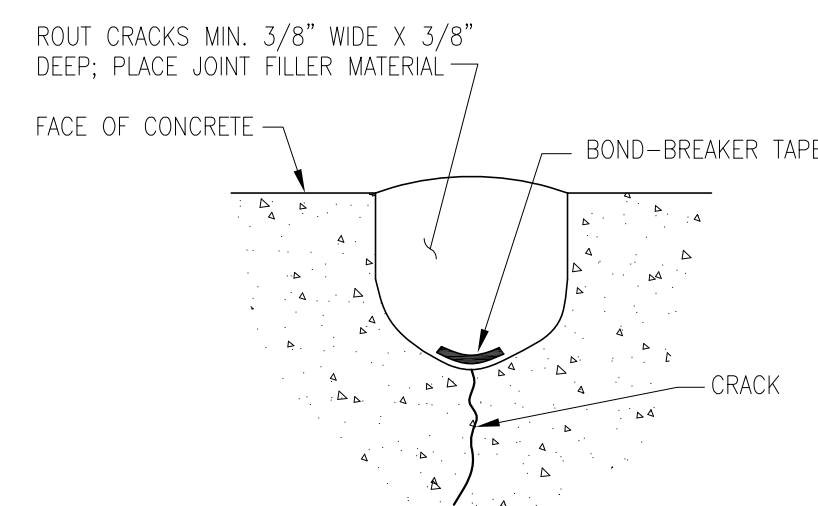
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REPAIR NOTES:

- N.E. CORNER SPALL, 12"H. X 4"W. X 2"D., EXTENDS INTO BOTH N. AND E. FACES. REFER TO REPAIR DETAIL 6.
- HORIZ. CRACK AT SOFFIT <1/16", ALL OF W. FACE AND HALF WAY ACROSS N. AND S. FACES. REFER TO REPAIR DETAILS 2 & 5.
- HORIZ. CRACK AT SOFFIT <3/4", ALL FACES (EXPOSED STEEL REINFORCING). SPALL ACROSS N. FACE INCLUDING E. AND W. CORNERS 12"H. X 2"D. REFER TO REPAIR DETAILS 2, 5 & 6.
- HORIZ. CRACK AT SOFFIT <1/8", ALL FACES. SPALL ACROSS E. FACE INCLUDING N.E. CORNER 12"H. X 1"D. REFER TO REPAIR DETAILS 2, 5 & 6.
- HORIZ. CRACK AT SOFFIT <1/8", ALL FACES. HORIZ. CRACK <1/16" ACROSS W. FACE 2" BELOW CAP. VERT. CRACKS AND SPALLS ON N.W., N.E. AND S.E. CORNERS 12"H. X 4"W. REFER TO REPAIR DETAILS 2, 5 & 6.
- HORIZ. CRACK <1/8" ALL FACES 6" BELOW CAP. REFER TO REPAIR DETAILS 2 & 5.
- PILE SHEARED OFF AT CAP, PILE TOP DISPLACED 1.5' TO EAST. REFER TO REPAIR DETAILS 2, 5 & 6.
- FROM THE CAP DOWN 6' THE EAST HALF OF THE PILE IS SHATTERED WITH MULTIPLE WIDE CRACKS AND SPALLS AND MOST OF THE REINFORCING STEEL EXPOSED. REFER TO REPAIR DETAILS 2, 5 & 6.
- HORIZ. CRACK <1/16" ALL FACES 8" BELOW CAP. REFER TO REPAIR DETAILS 2 & 5.
- HORIZ. CRACK AT SOFFIT <1/8", ALL FACES. VERT. CRACKS AND SPALLS ON N.W., N.E. AND S.E. CORNERS 12"H. X 4"W. REFER TO REPAIR DETAILS 2, 5 & 6.
- SHALLOW SPALLING ON E. FACE FROM THE CAP DOWN 10". REFER TO REPAIR DETAIL 6.
- VERT. CRACKS AND SPALLS ON N.W., N.E. AND S.E. CORNERS 12"H. 4"W. REFER TO REPAIR DETAILS 2, 5 & 6.
- PILE SHEARED OFF 2' BELOW THE CAP, PILE TOP DISPLACED 10" TO THE EAST. SEE SHEET 8. REPAIR NOT REQUIRED IF REMOVED.
- N.E. CORNER SPALL, 12"H. X 4"W. X 2"D., EXTENDS INTO BOTH N. AND E. FACES. REFER TO REPAIR DETAIL 6.
- N.E. CORNER SPALL, 12"H. X 4"W. X 2"D., EXTENDS INTO BOTH N. AND E. FACES. REFER TO REPAIR DETAIL 6.
- MINOR SPALLING AT LOWER OUTBOARD END OF CAP 12"W. X 12"H. X 3"D. REFER TO REPAIR DETAIL 7.
- CRACK IN CAP <1/8", ACROSS TOP AND DOWN BOTH SIDES TO WITHIN 6" OF WATERLINE. REFER TO REPAIR DETAILS 3, 5 & 7.
- BOTTOM OF BEAM SPALLED TO REINF., 6"L. X FULL WIDTH OF BEAM. REFER TO REPAIR DETAIL 7.
- CRACK ALL AROUND BEAM <1/4". REFER TO REPAIR DETAIL 3, 5 & 7.
- CRACK ALL AROUND BEAM <1/16". REFER TO REPAIR DETAIL 3, 5 & 7.
- CRACK ALL AROUND BEAM. REFER TO REPAIR DETAIL 3, 5 & 7.
- CRACK ALL AROUND BEAM. REFER TO REPAIR DETAIL 3, 5 & 7.
- RUBBER FENDER TORN AND DISTORTED. REFER TO REPLACEMENT DETAIL 9.

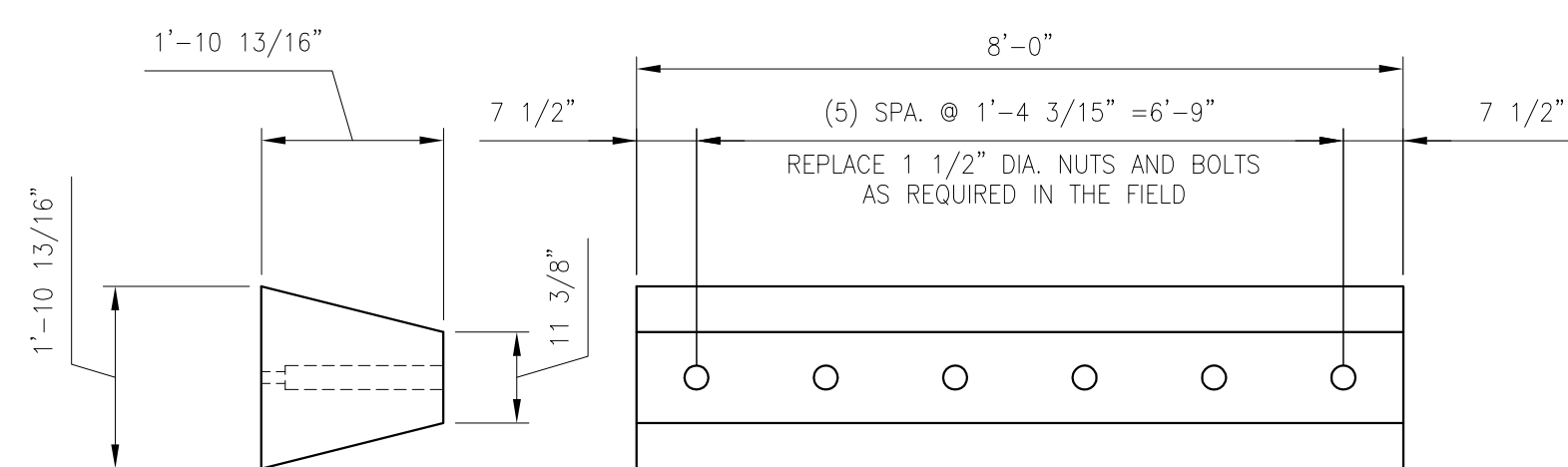
1 CRACK LOCATON PLAN
SCALE: NONE



NOTES:

- CLEAN SURFACE OF ROUTED AREA BY AIR JETTING TO ENSURE AREA IS CLEAN AND DRY.
- PLACE MATERIAL INSIDE ROUTED AREA IN A MANNER THAT ENSURES COMPLETE FILLING OF THE VOID.

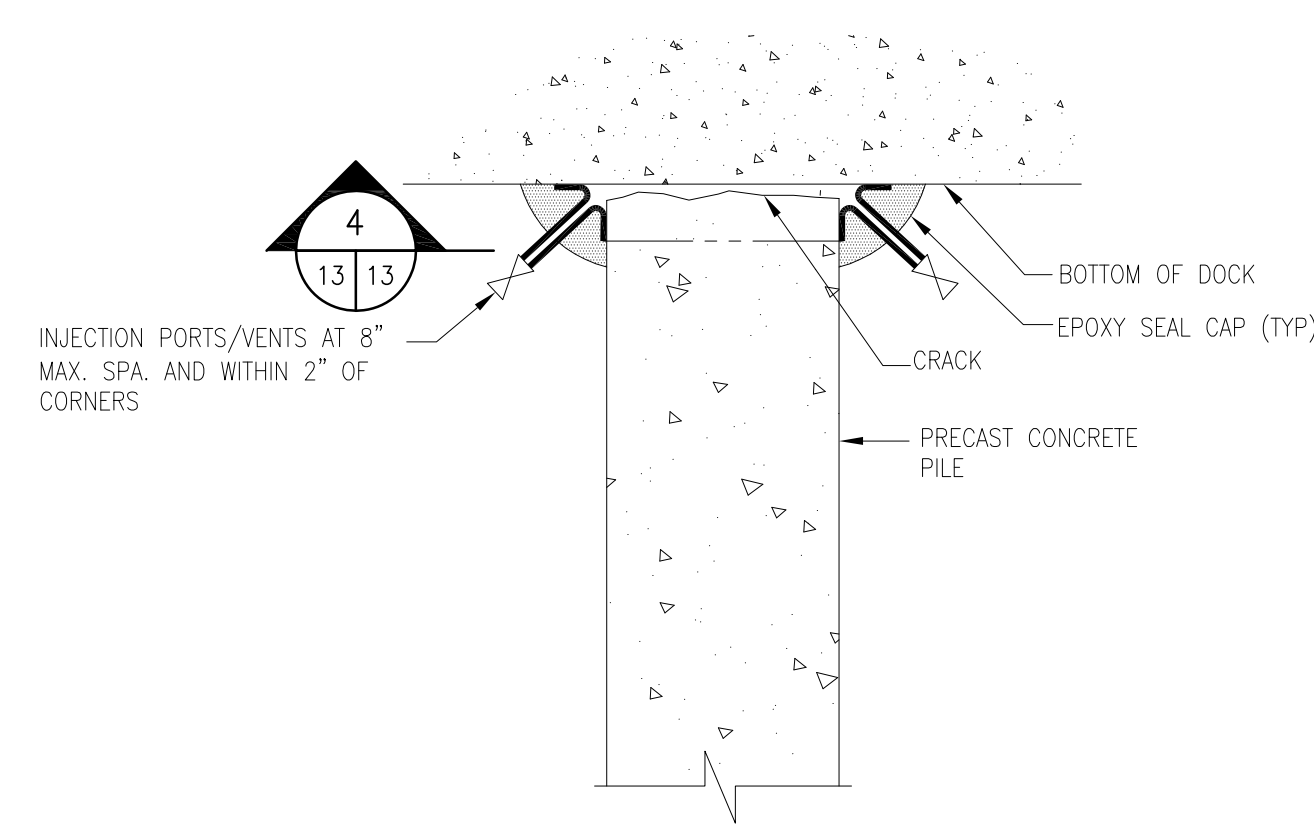
8 TYPICAL CRACK REPAIR: ROUT AND SEAL
SCALE: NONE



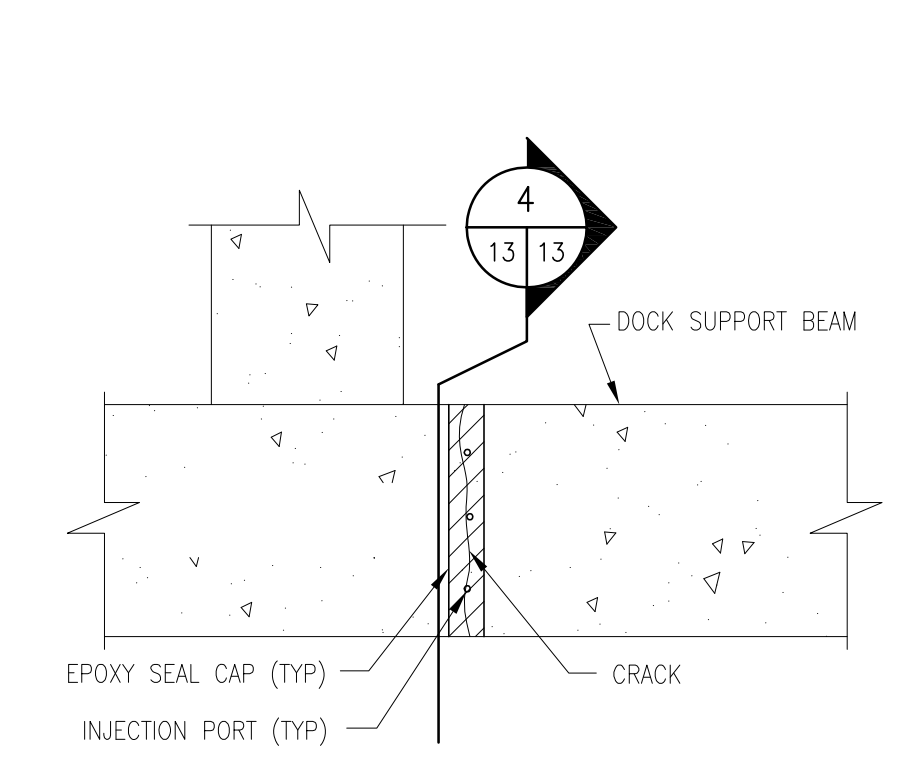
NOTE: DIMENSIONS SHOWN WHERE ACQUIRED IN THE FIELD FROM THE EXISTING FENDER. CONTRACTOR SHALL SUBMIT AN EQUIVALENT FENDER FOR APPROVAL BY THE ENGINEER.

9 FENDER REPLACEMENT DETAIL
SCALE: 1/2"=1'-0"

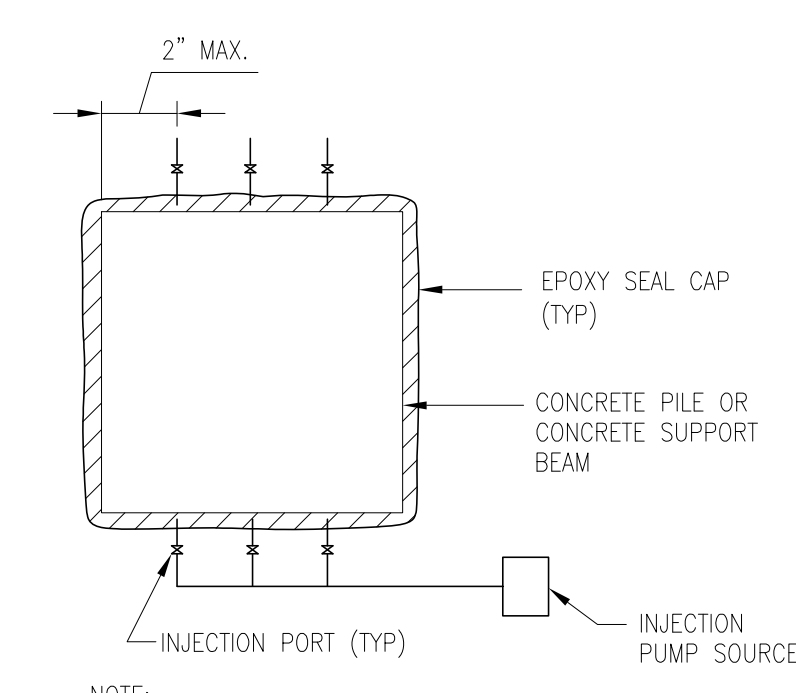
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



2 TYPICAL CRACK REPAIR: CONCRETE PILE REPAIR
SCALE: NONE

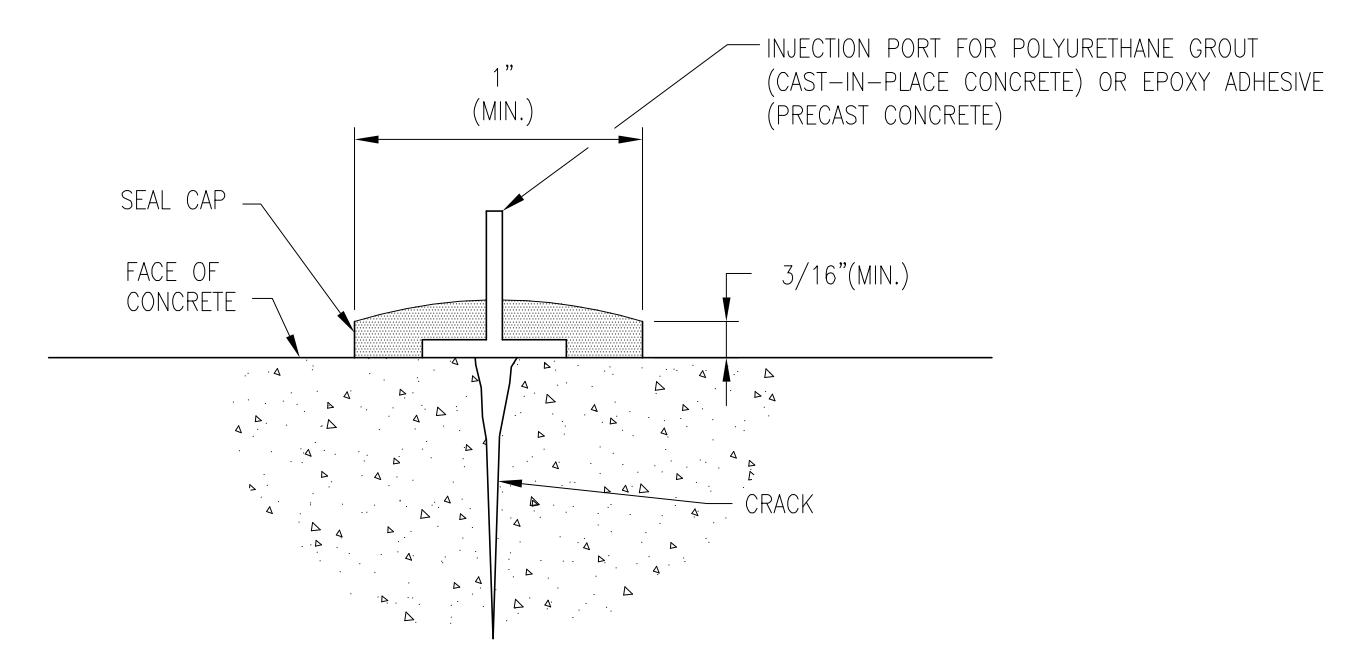


3 TYPICAL CRACK REPAIR: CONCRETE BEAM REPAIR
SCALE: NONE

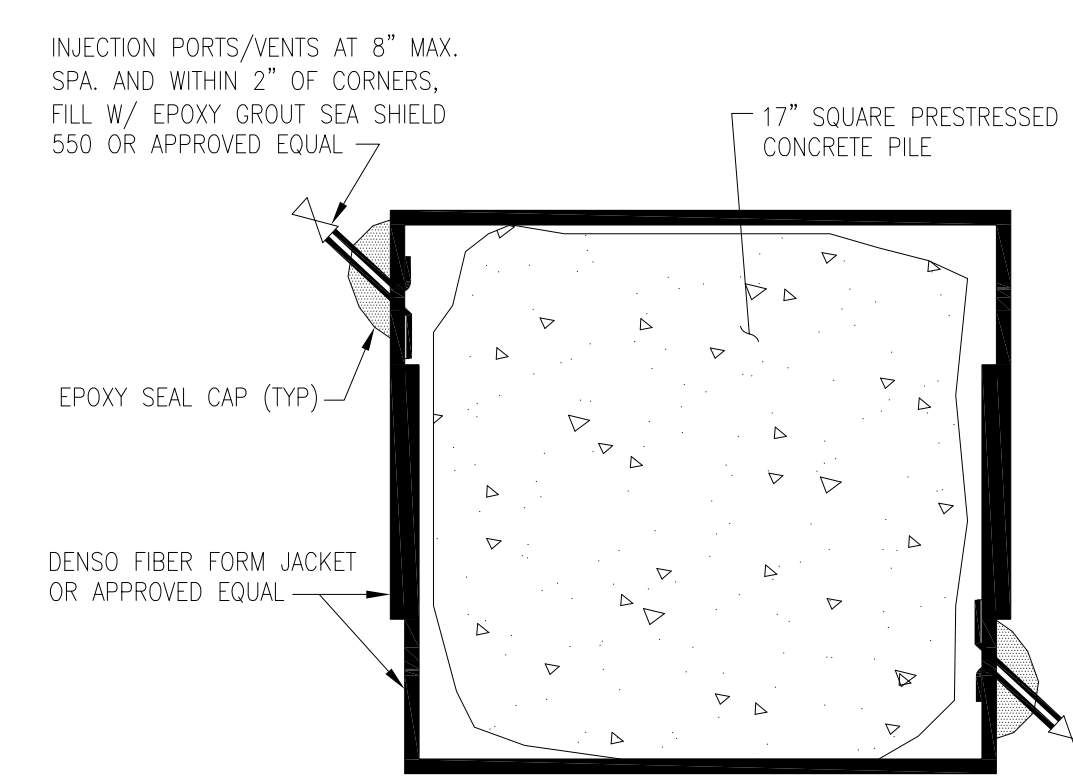


NOTE: PROVIDE 6 OF FILL AND VENT TUBES SUCH THAT SPACING DOES NOT EXCEED 6".

4 TYPICAL CRACK REPAIR: PILE/BEAM REPAIR SECTION
SCALE: NONE

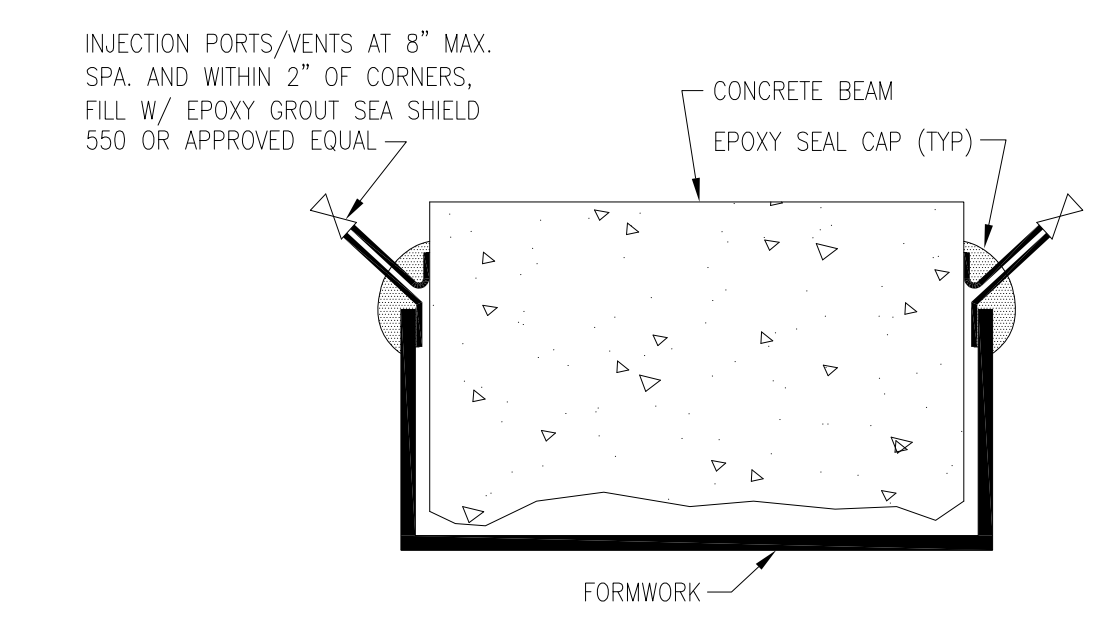


5 TYPICAL CRACK REPAIR: SEAL CAP AND INJECTION
SCALE: NONE



- NOTES:**
- PRESSURE WASH ANY MARINE GROWTH PRIOR TO REPAIR.
 - INSTALL EPOXY SEAL CAP THE ENTIRE LENGTH OF THE FIBER FORM AND CONSEAL ALL EDGES.

6 TYPICAL SPALL REPAIR: CONCRETE PILE REPAIR SECTION
SCALE: NONE



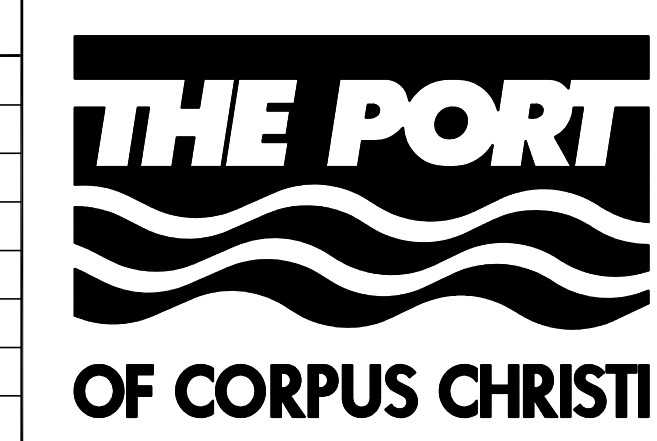
- NOTES:**
- PRESSURE WASH ANY MARINE GROWTH PRIOR TO REPAIR.
 - INSTALL EPOXY SEAL CAP THE ENTIRE LENGTH OF THE FORMWORK AND CONSEAL ALL EDGES.

7 TYPICAL SPALL REPAIR: CONCRETE BEAM REPAIR SECTION
SCALE: NONE

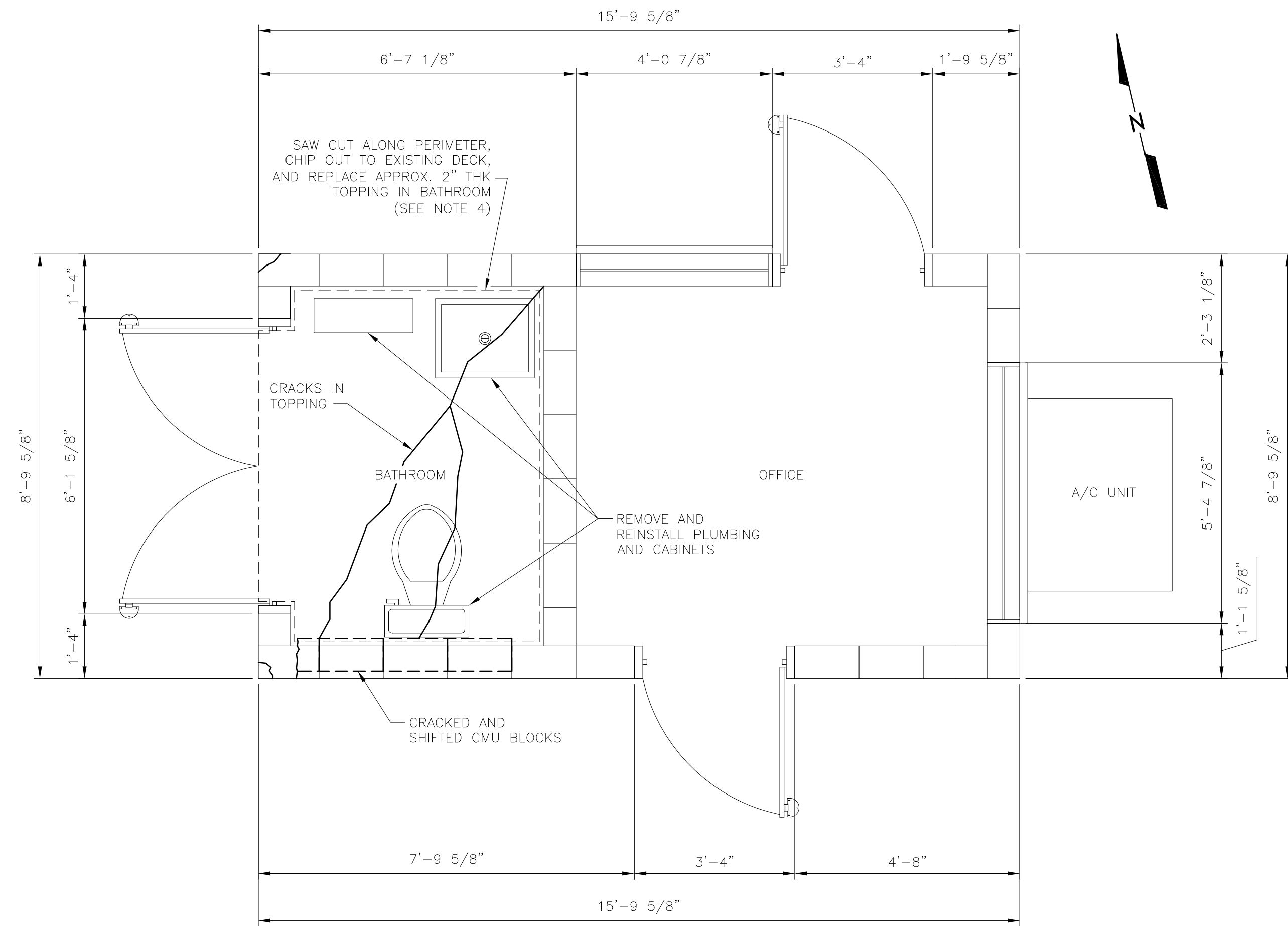
PCCA PROJ. #10-029A

SHEET 13 OF 22

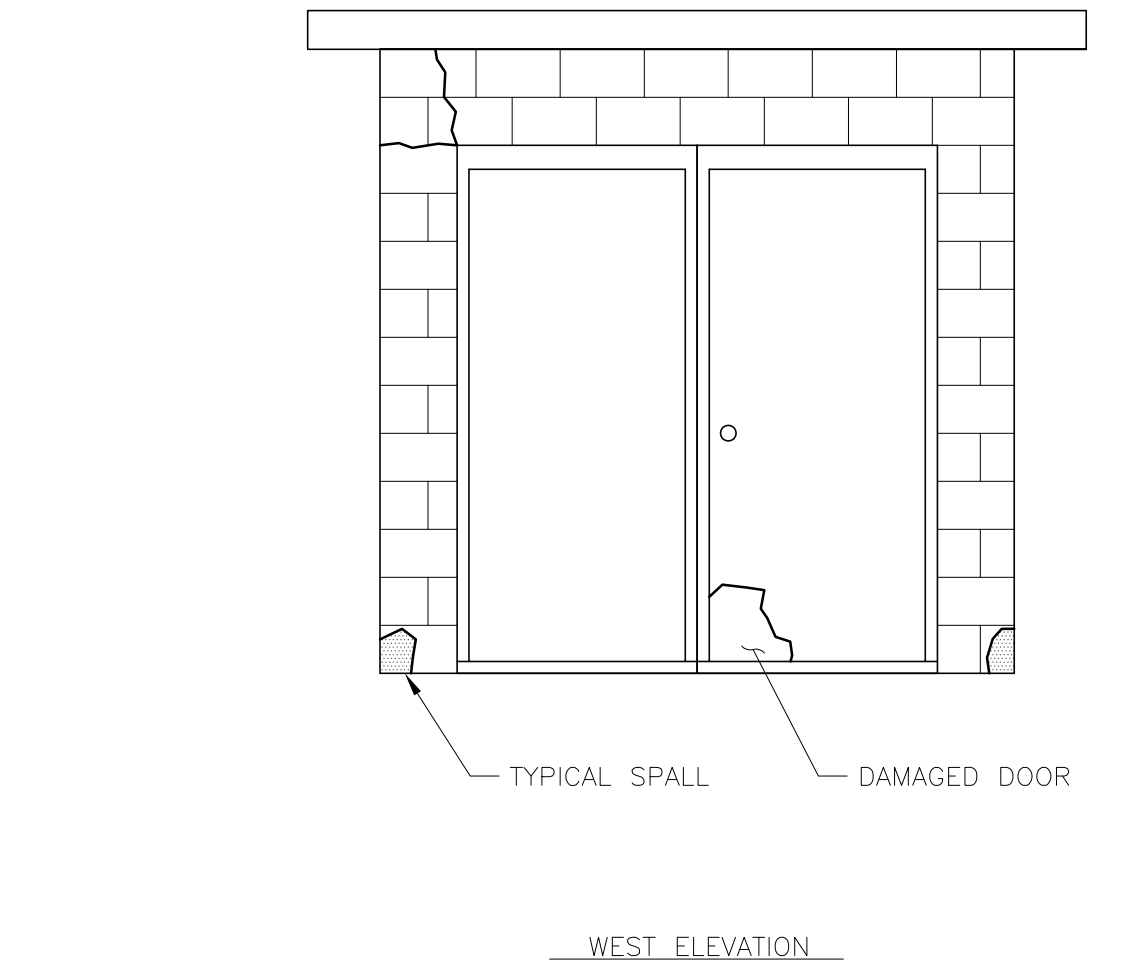
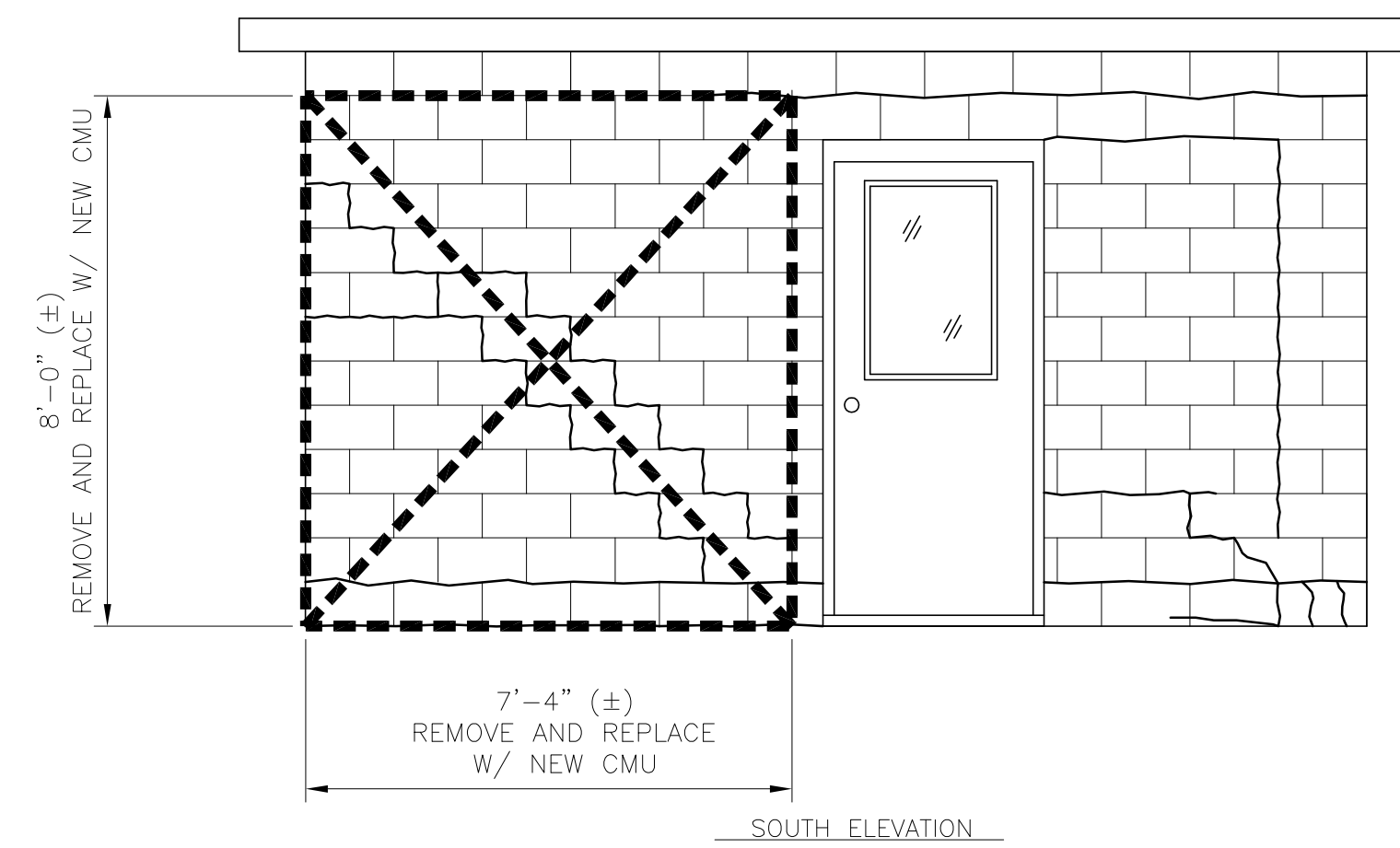
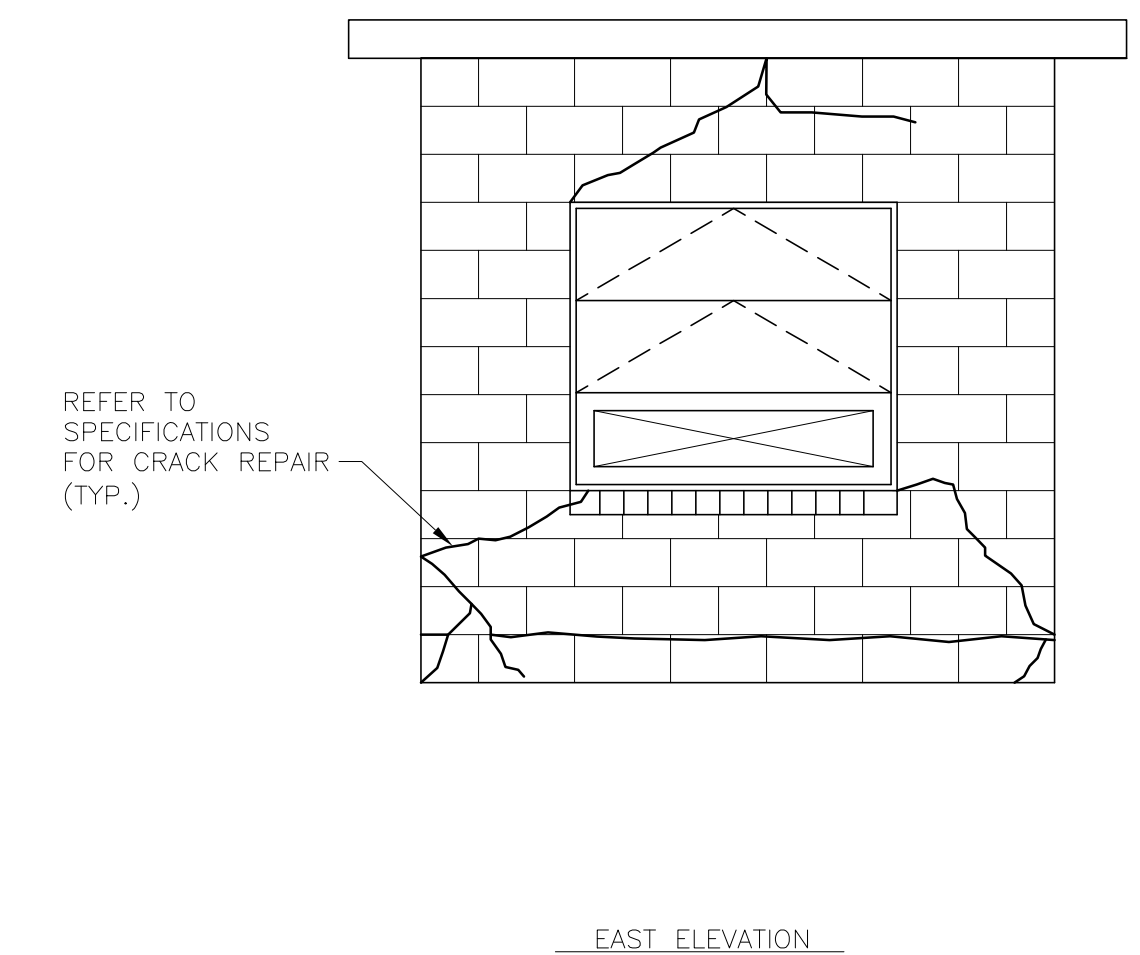
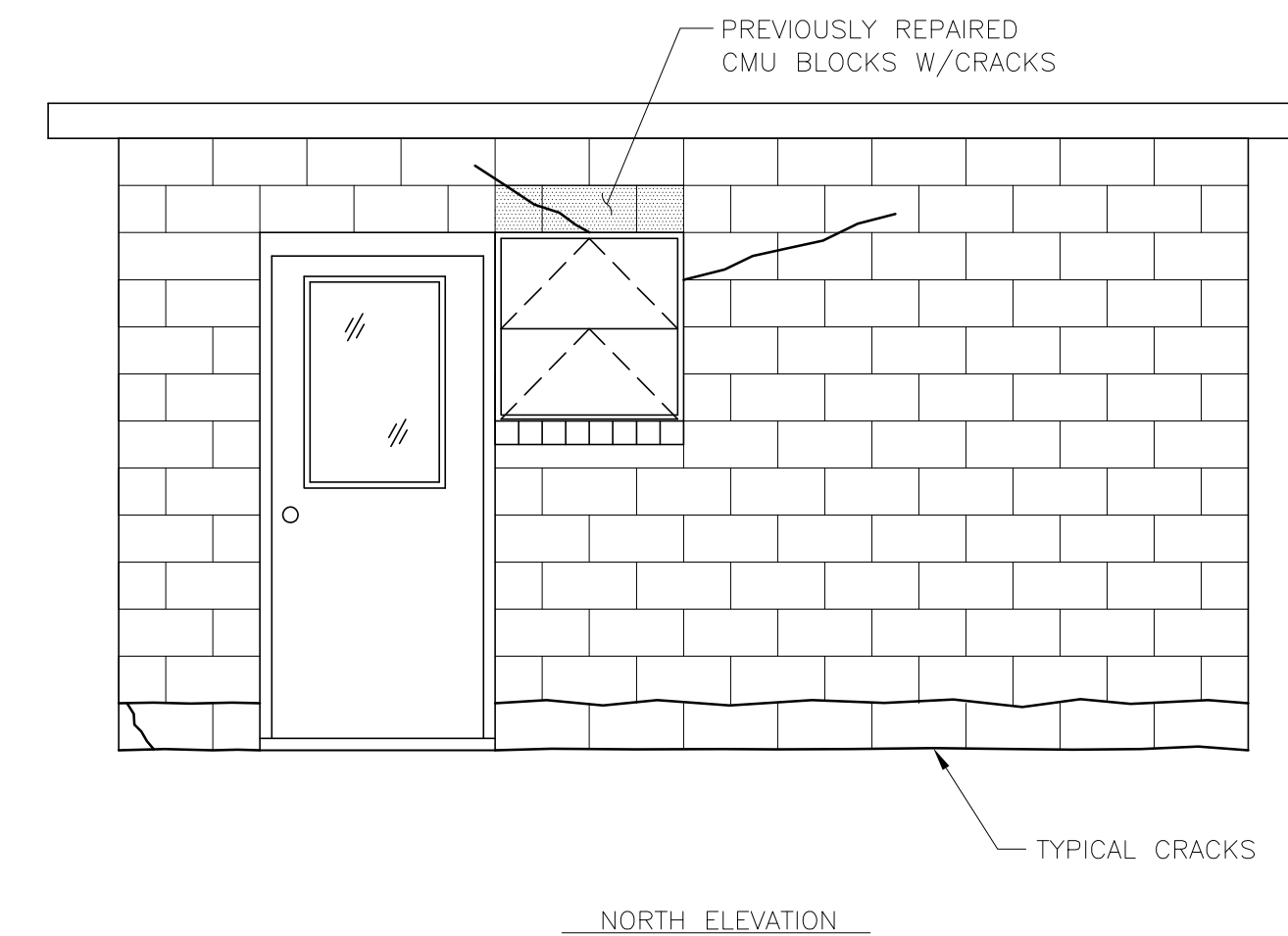
NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY	
OIL DOCK NO. 9 ALLISION REPAIRS	
SCALE: AS NOTED	TYPICAL CRACK REPAIR DETAILS
DWN. BY: DRJ/BBI	DATE: APRIL 2010 DWG. NO. 10029A-13

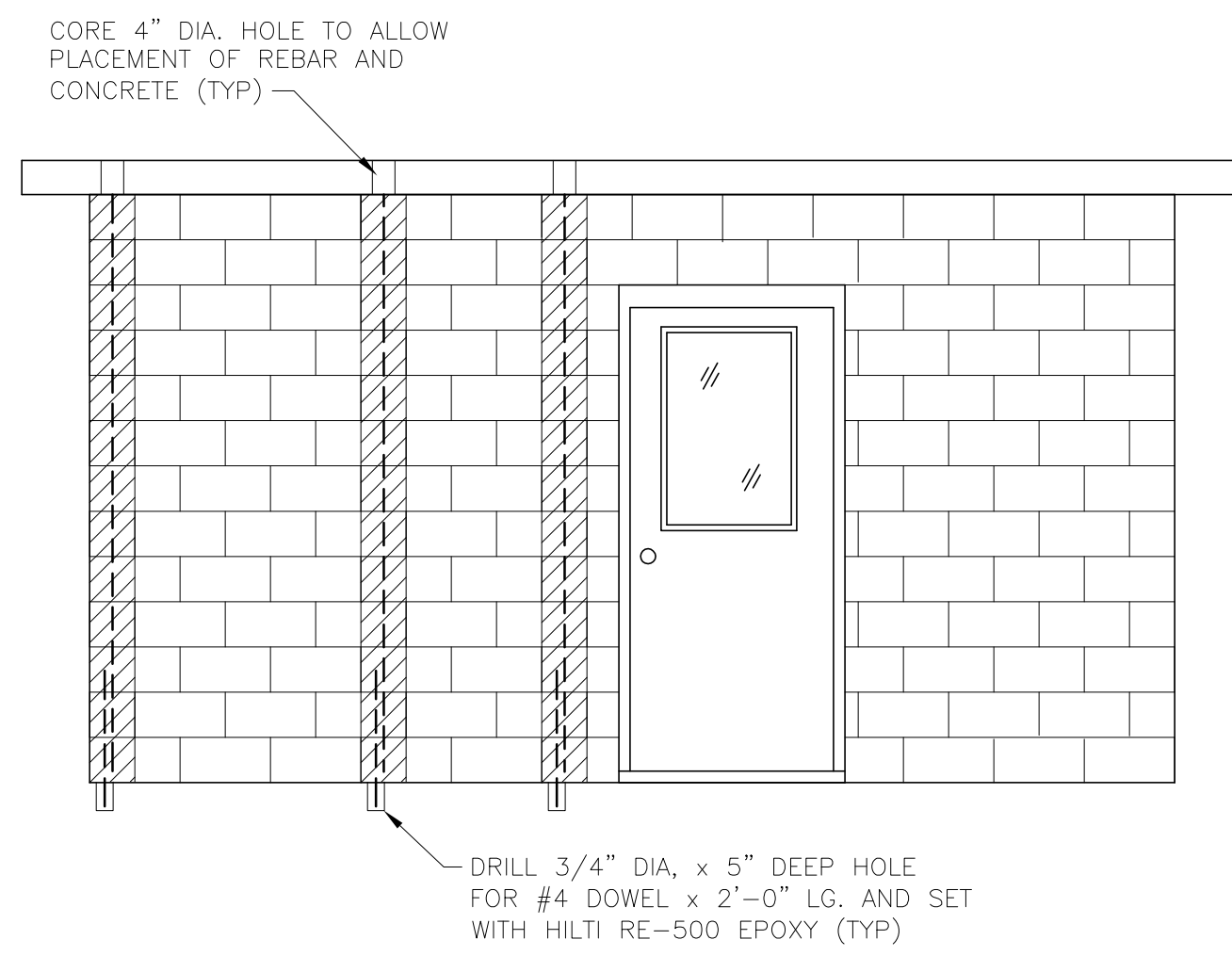


1 PLAN
SCALE: 1/2" = 1'-0"

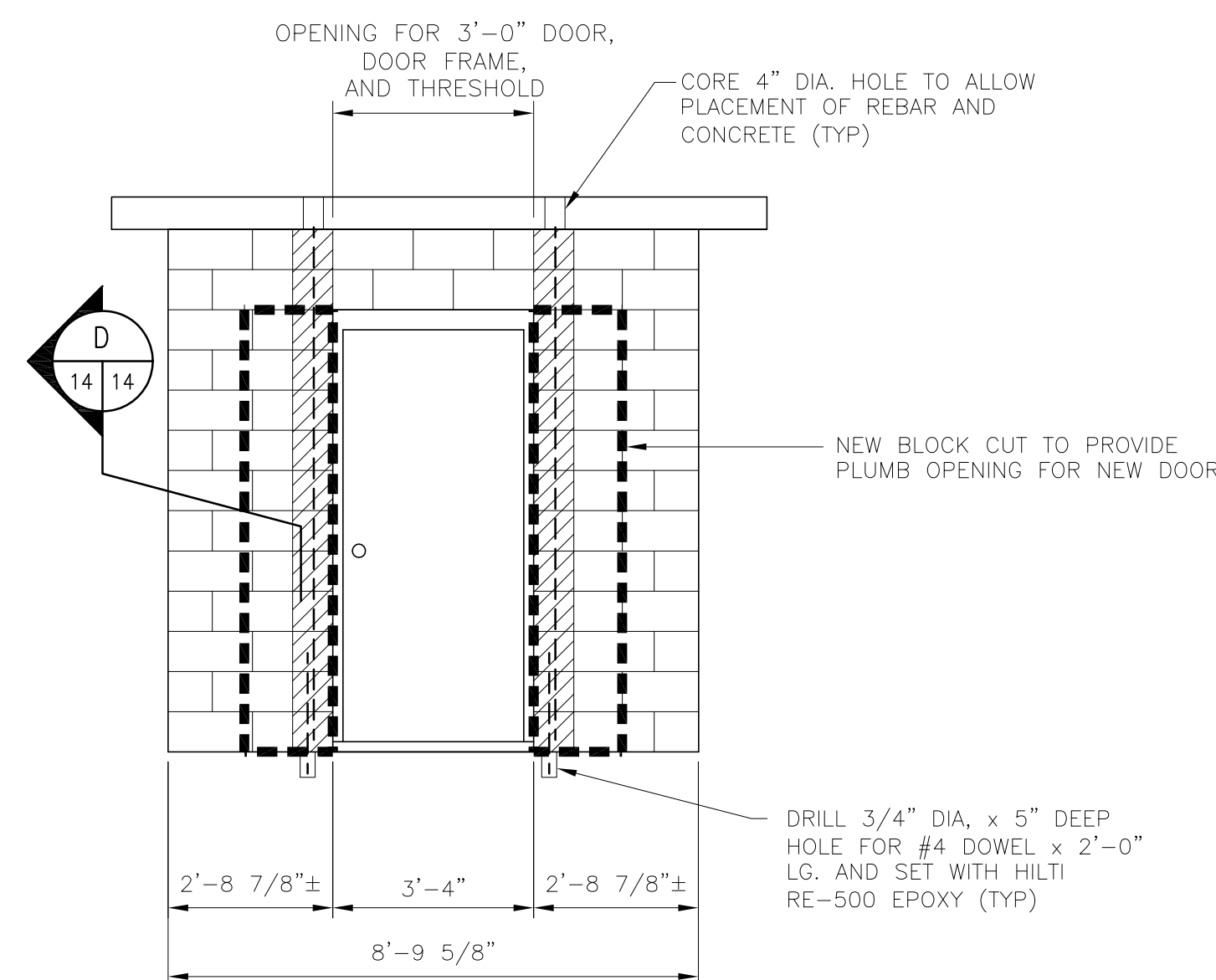


A TYPICAL EXISTING ELEVATIONS
SCALE: 3/8" = 1'-0"

- NOTES:
1. DEPICTED DEFECTS ARE APPROXIMATE AND ARE INTENDED TO ILLUSTRATE THE GENERAL CONDITION OF THE CMU BUILDING. THE CONTRACTOR SHALL FIELD VERIFY ACTUAL QUANTITIES AND LOCATIONS OF DEFECTS.
 2. DEFECTS DEPICTED INCLUDE: JOINT CRACKS, CMU CRACKS, SPALLS, AND BROKEN OR LOOSE CMU BLOCKS.
 3. CONTRACTOR SHALL BASE THEIR BID ON THE QUANTITIES SHOWN BUT SHALL REPAIR DEFICIENCIES AS REQUIRED TO COMPLETELY REPAIR ANY UNKNOWN OR ADDITIONAL DEFICIENCIES WITH THE METHODS OUTLINED. ADDITIONAL WORK WILL BE MEASURED ACCORDING TO THE SPECIFICATIONS AND SHALL BE PAID FOR ACCORDING TO THE UNIT PRICES LISTED IN THE BID FORM.
 4. FOR CONCRETE TOPPING REPLACEMENT WITHIN THE CMU BUILDING, SAW CUT AND CHIP OUT EXISTING 2 INCH TOPPING TO EXISTING DECK AND PRESSURE WASH CLEAN. APPLY BRUTEM 17 A&B EPOXY ADHESIVE BY MASTERBUILDERS AND CAST A 2 INCH THICK TOPPING WITH W4 X 4 FLAT SHEET WELDED WIRE MESH REINFORCEMENT CENTERED IN THE TOPPING.
 5. REFER TO SPECIFICATION 04 22 00, "CONCRETE MASONRY UNIT" FOR REPAIR MATERIALS AND METHODS.
 6. UPON COMPLETION OF REPAIRS THE INTERIOR AND EXTERIOR OF THE DOCKHOUSE IS TO BE PREPED FOR PAINTING AND PAINTED IN ACCORDANCE WITH SPECIFICATION 09 91 00, "PAINTING".
 7. CONTRACTOR SHALL SHORE ROOF IN ORDER TO SAFELY REPLACE CMUS.



B NEW SOUTH ELEVATION
SCALE: 3/8" = 1'-0"

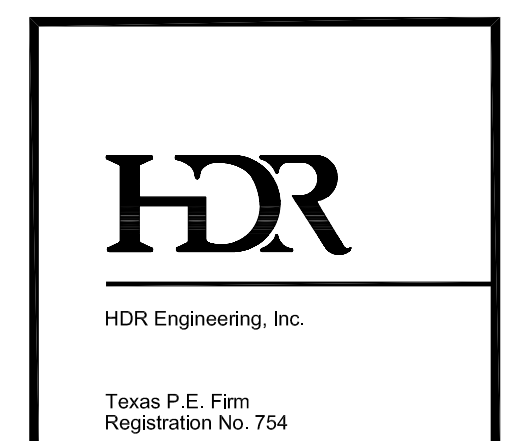


C NEW WEST ELEVATION
SCALE: 3/8" = 1'-0"

D SECTION
SCALE: NONE

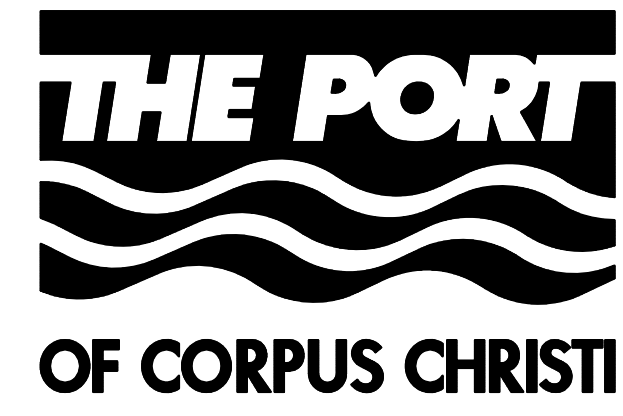
CMU REPAIR QUANTITIES				
WALL	SPALLS (SF)	CMU CRACKS (LF)	JOINT CRACKS (LF)	CMU REPLACEMENT (SF)
NORTH	1	6	22	0
SOUTH	0	8	25	58.4
EAST	0	19	8	0
WEST	2	2	2	18.7
TOTAL:	7	79	128	96

QUANTITIES REFLECT OBSERVED VISUAL DEFECTS ASSUMED EXTERIOR TO BE PRESENT ON THE INTERIOR AND EXTERIOR OF THE DOCKHOUSE PLUS 25% FOR UNKNOWN DEFECTS.



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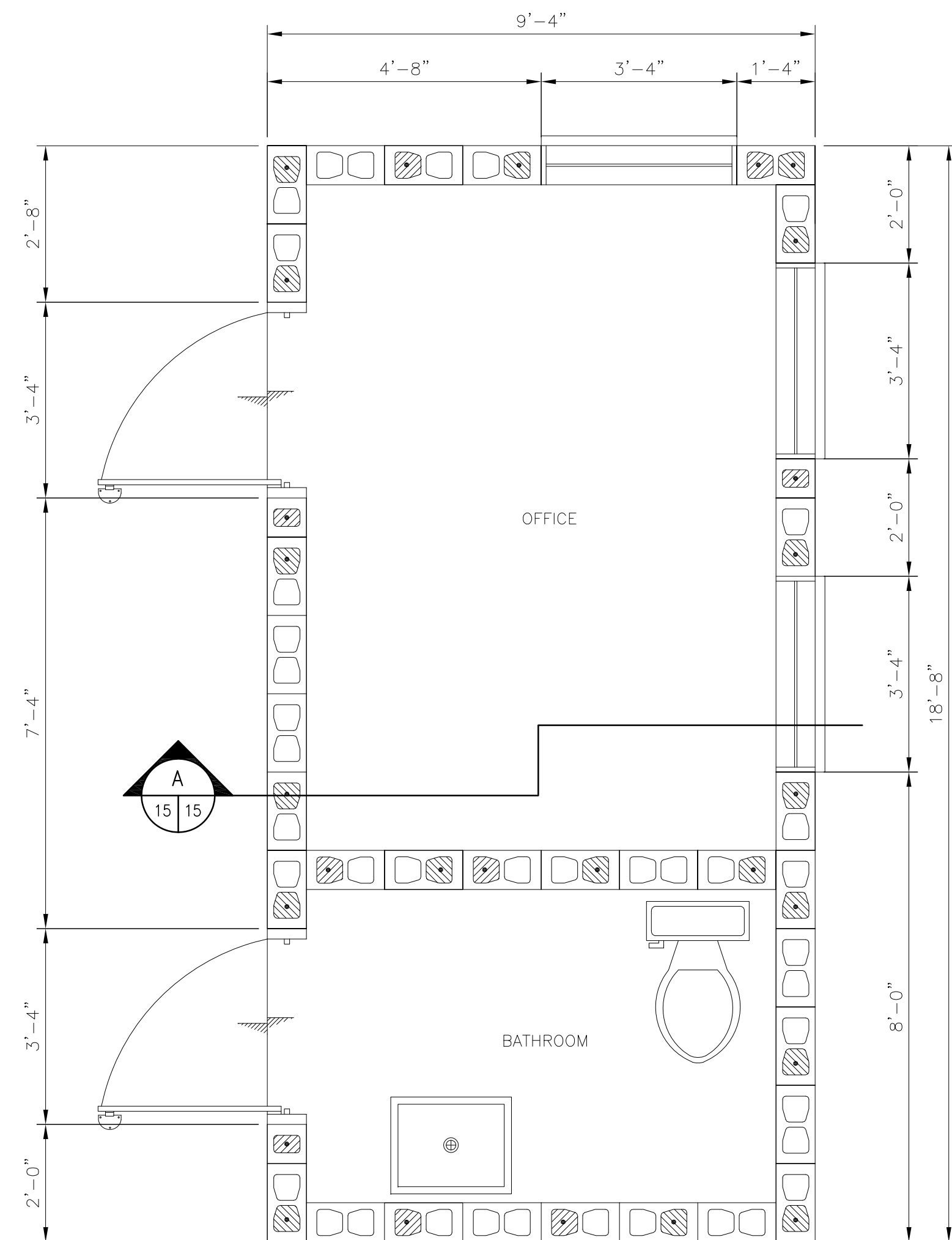
NO.	DATE	REVISION
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1	4/22/10	ADDENDUM NO. 1



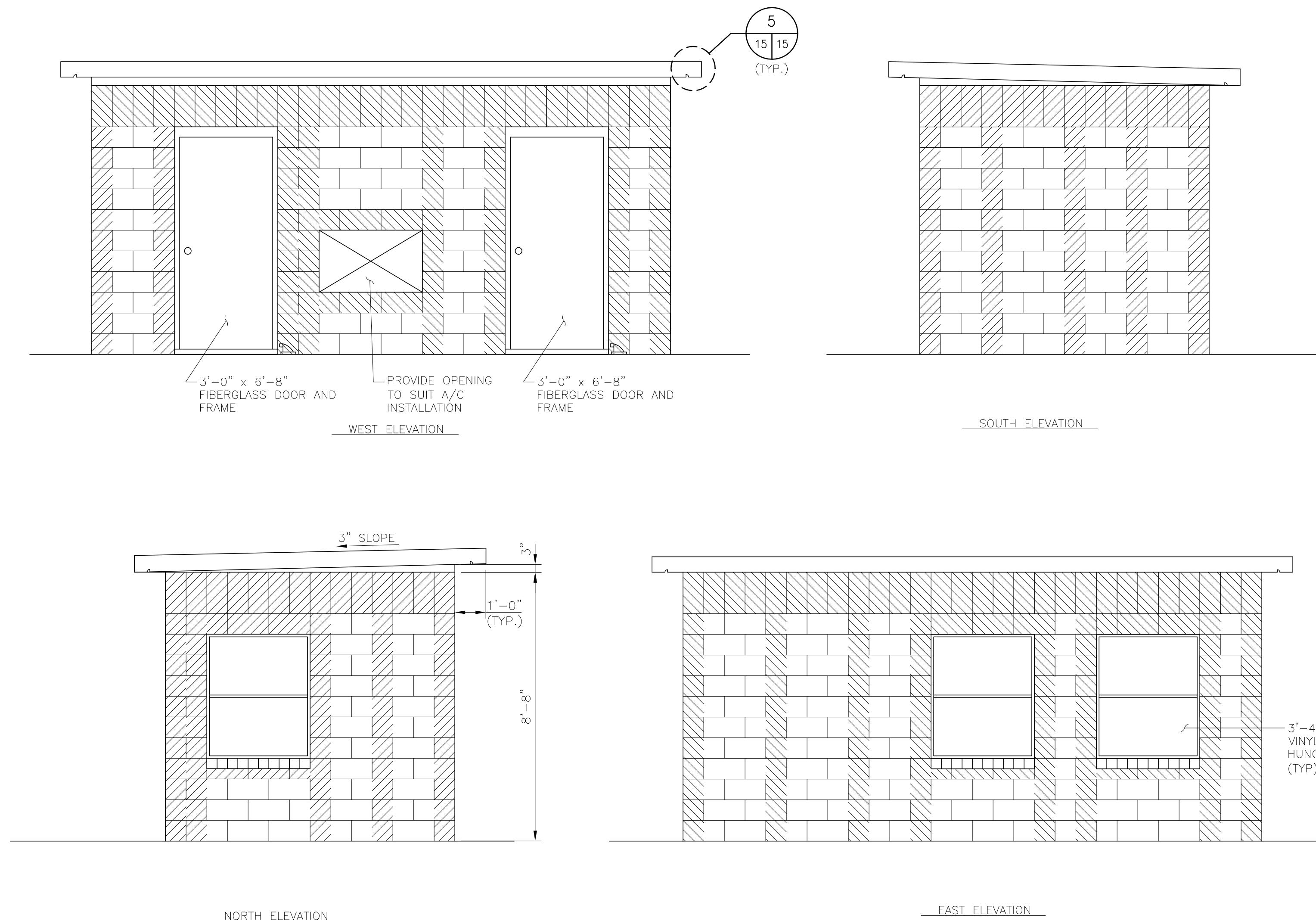
PORT OF CORPUS CHRISTI AUTHORITY

**OIL DOCK NO. 9
ALLISION REPAIRS**

SCALE: AS NOTED	EXISTING DOCK HOUSE REPAIRS	DATE: APRIL 2010
DWN. BY: DRJ/BBI		DWG. NO. 10029A-14



1 PLAN
SCALE: 1/2" = 1'-0"

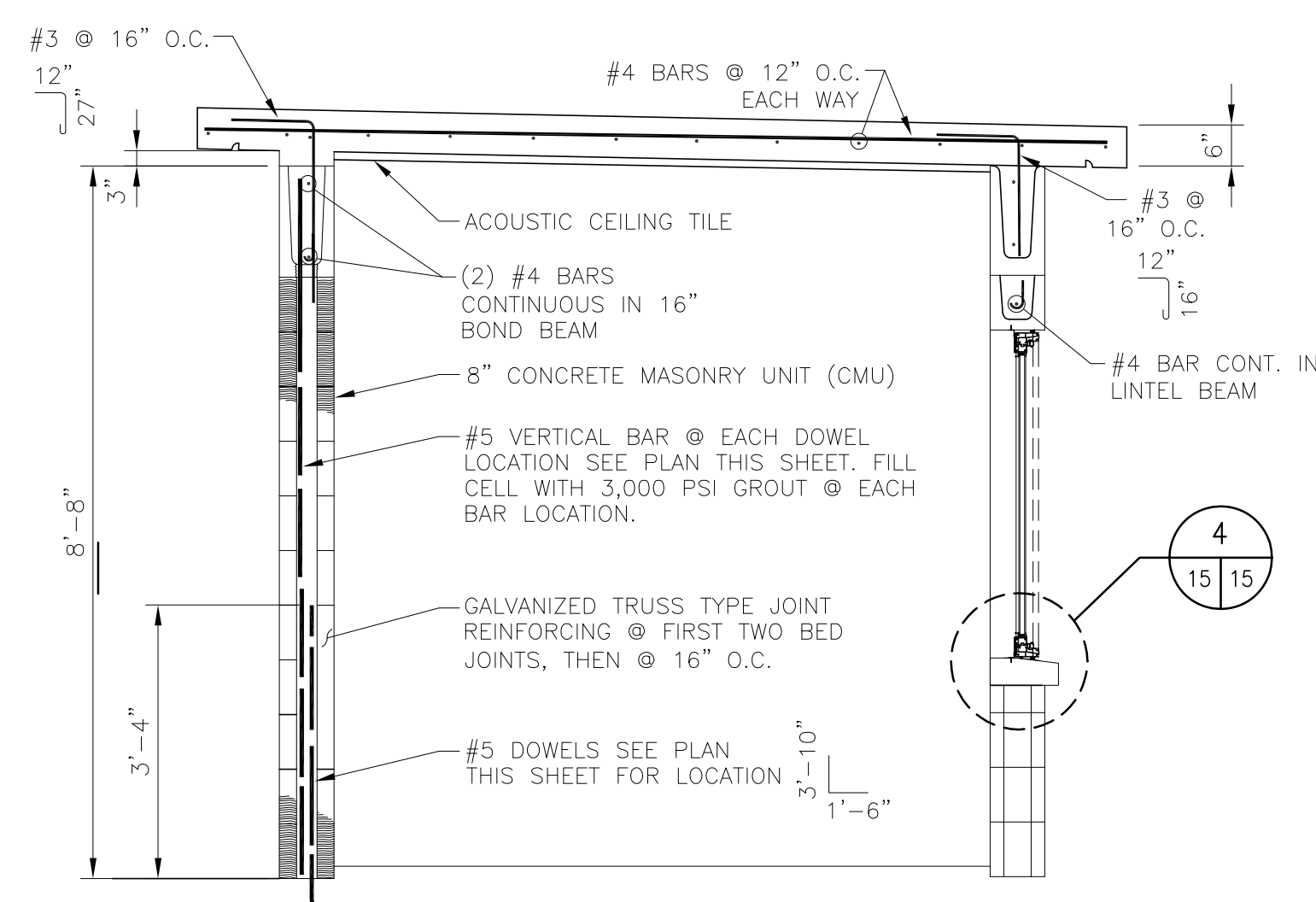


2 TYPICAL ELEVATIONS
SCALE: 3/8" = 1'-0"

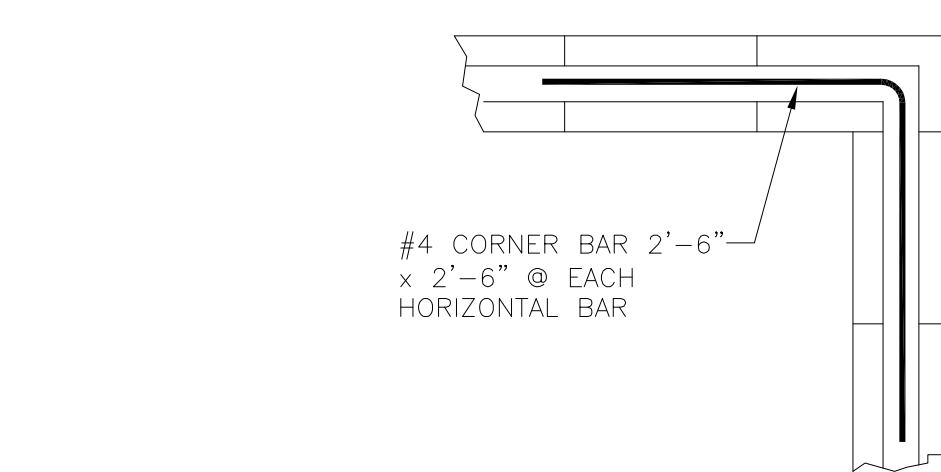
- NOTES:**
- HOLLOW CONCRETE MASONRY UNITS (CMU) SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. C-90 GRADE N WITH A MINIMUM COMPRESSIVE STRENGTH OF 1350 P.S.I.
 - MORTAR SHALL CONFORM TO A.S.T.M. C-270, GRADE S. TOOL MORTAR JOINTS CONCAVE.
 - REINFORCING STEEL SHALL CONFORM TO A.S.T.M. A-615, GRADE 60.
 - HORIZONTAL MASONRY WALL JOINT REINFORCING SHALL BE A GALVANIZED TRUSS TYPE WITH TWO (2) NO.9 WIRES. PLACE AT FIRST TWO COURSES AND EVERY OTHER COURSE FROM THAT POINT ON.
 - CONCRETE FOR THE DOCK HOUSE ROOF SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4000 P.S.I. GROUT FOR FILLING BLOCK CELLS SHALL HAVE A MINIMUM 28 DAY STRENGTH OF 3,000 P.S.I.
 - APPLY 12" x 12" ACOUSTIC CEILING TILE TO THE ENTIRE INTERIOR CEILING SURFACE USING CEILING TILE MASTIC.
 - SEE SPECIFICATION 09 91 00.00 "PAINTING" FOR PAINTING REQUIREMENTS.
 - NEW WINDOWS AND DOORS SHALL MEET THE MINIMUM REQUIREMENTS OF TEXAS DEPARTMENT OF INSURANCE FOR WINDSTORM SEAWARD ZONE CONSTRUCTION FOR A 130 MPH, 3-SEC. GUST. SEE SPECIFICATIONS 08 22 00.00 "FIBERGLASS REINFORCED PLASTIC (FRP) DOORS AND FIBERGLASS RESIN DOOR FRAMES - STORM DOOR SERIES" AND 08 53 13.00 "VINYL WINDOWS" FOR REQUIREMENTS.
 - PROVIDE BACKER ROD AND SEALANT SIMILAR TO DETAIL 4, THIS SHEET, AT HEAD AND JAMBS OF DOORS FOR INTERIOR AND EXTERIOR CONDITIONS.

LEGEND

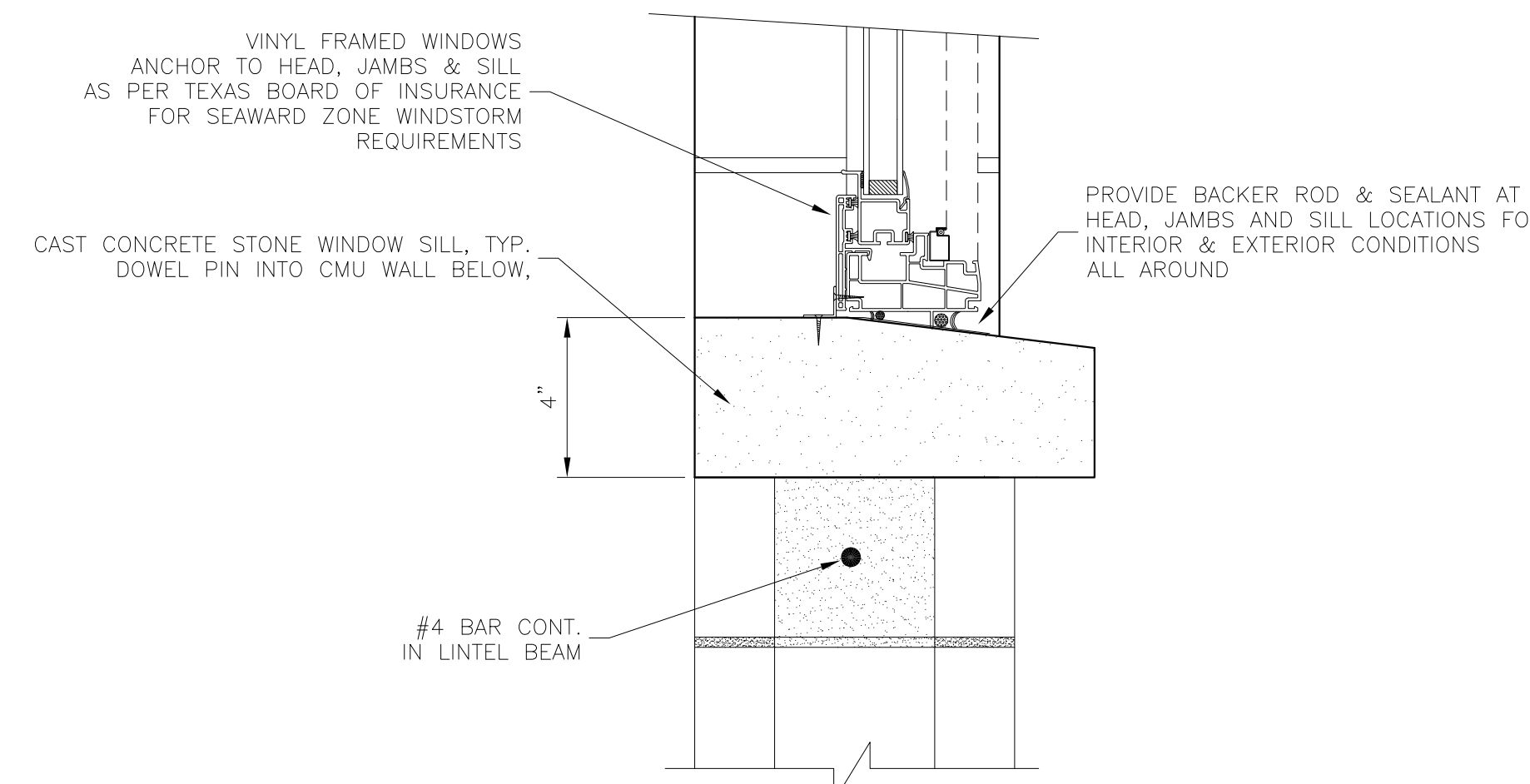
LIMITS OF BOND BEAM/LINTEL/GROUTED VERTICAL CELLS



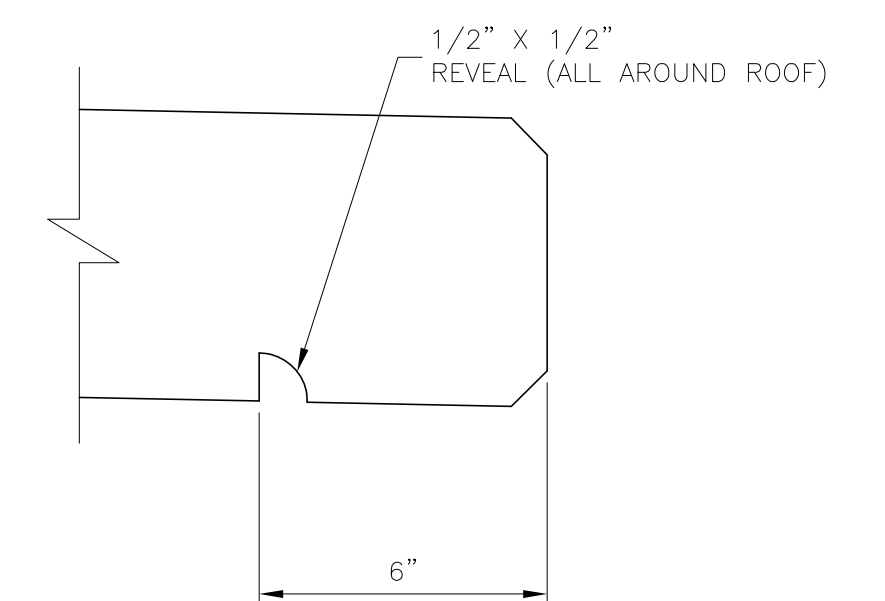
A SECTION
SCALE: 1/2" = 1'-0"



3 TYPICAL BOND BEAM CORNER DETAIL
SCALE: 3/4" = 1'-0"



4 DETAIL
SCALE: 1 1/2" = 1'-0"



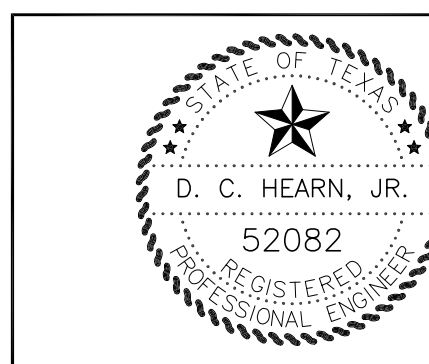
5 TYPICAL REVEAL
SCALE: 1 1/2" = 1'-0"

PCCA PROJ. #10-029A

SHEET 15 OF 22

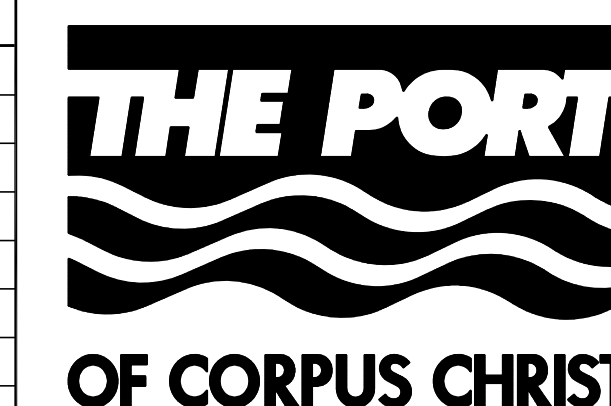
A SECTION
SCALE: 1/2" = 1'-0"

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THIS DRAWING MAY BE REDUCED IN SCALE. THE LINE BELOW ON THE ORIGINAL DRAWING IS 1" LONG.

NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY

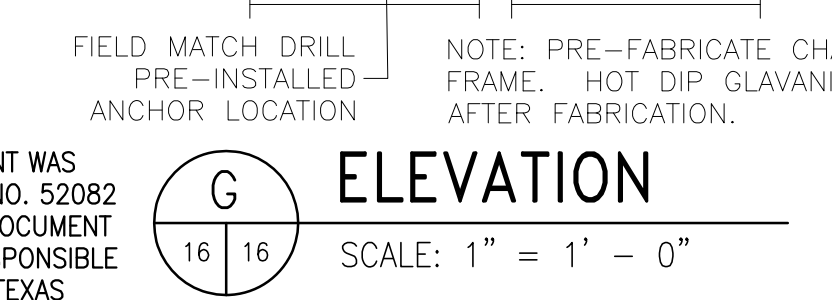
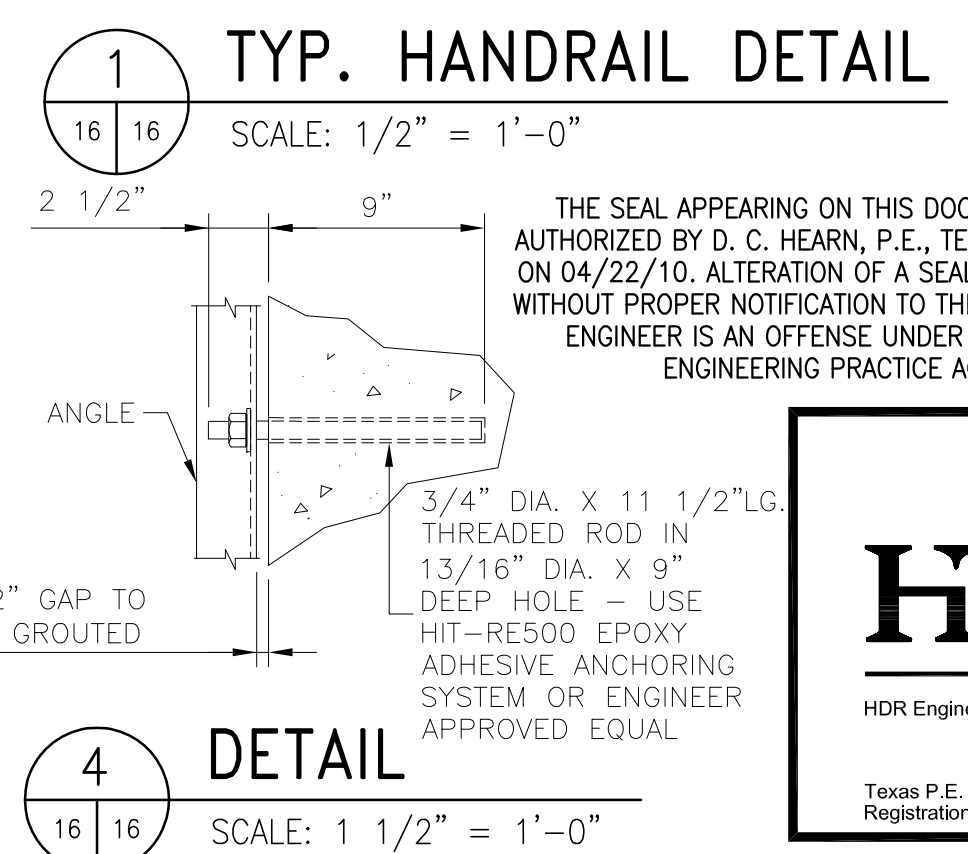
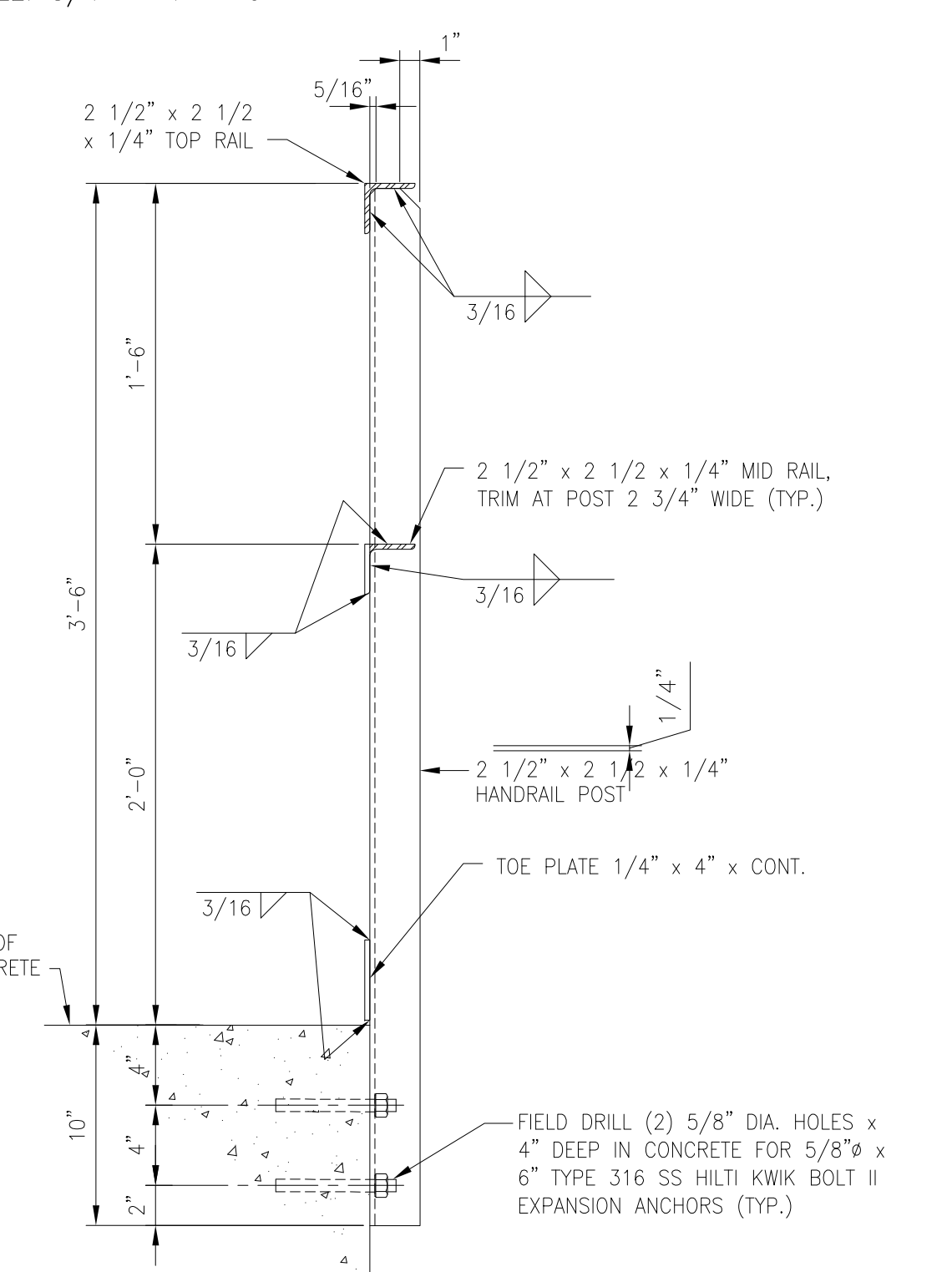
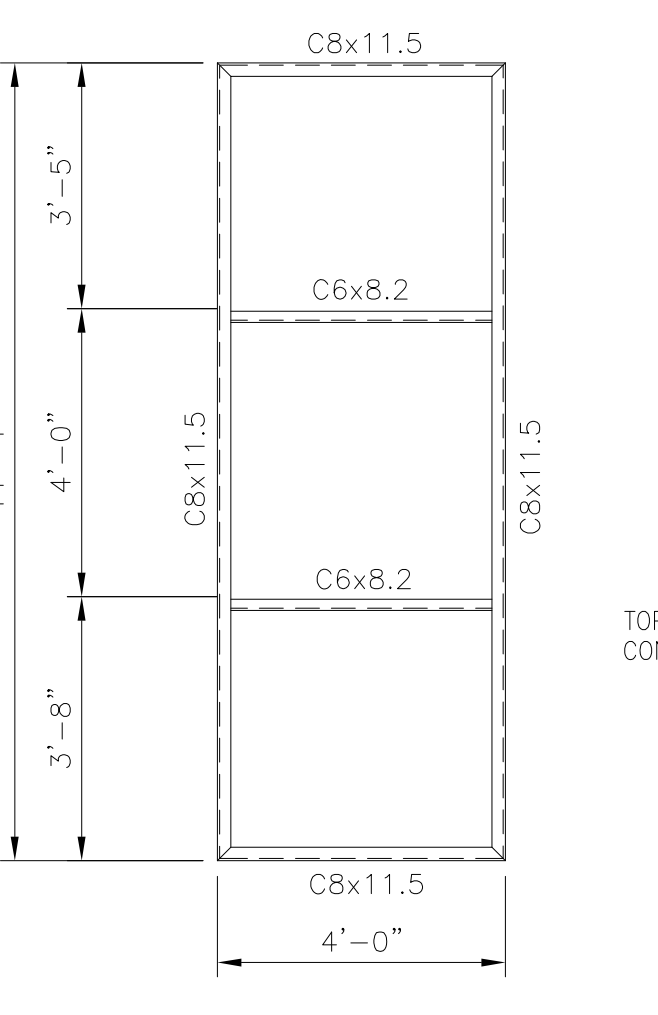
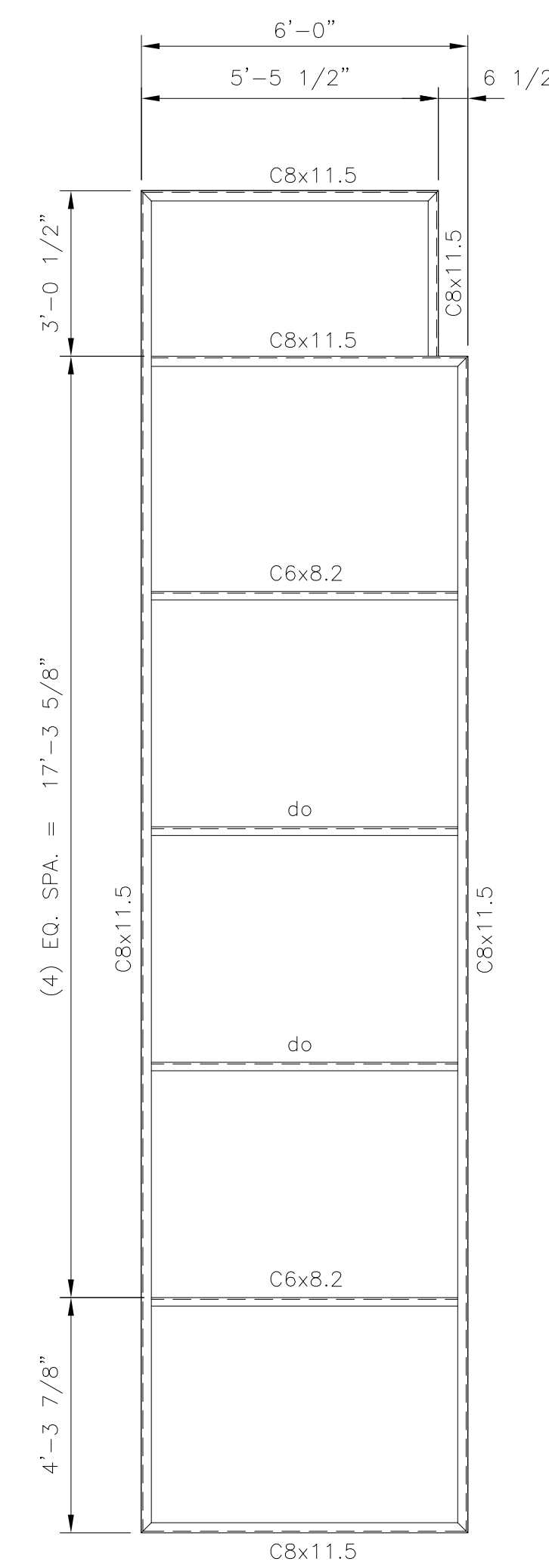
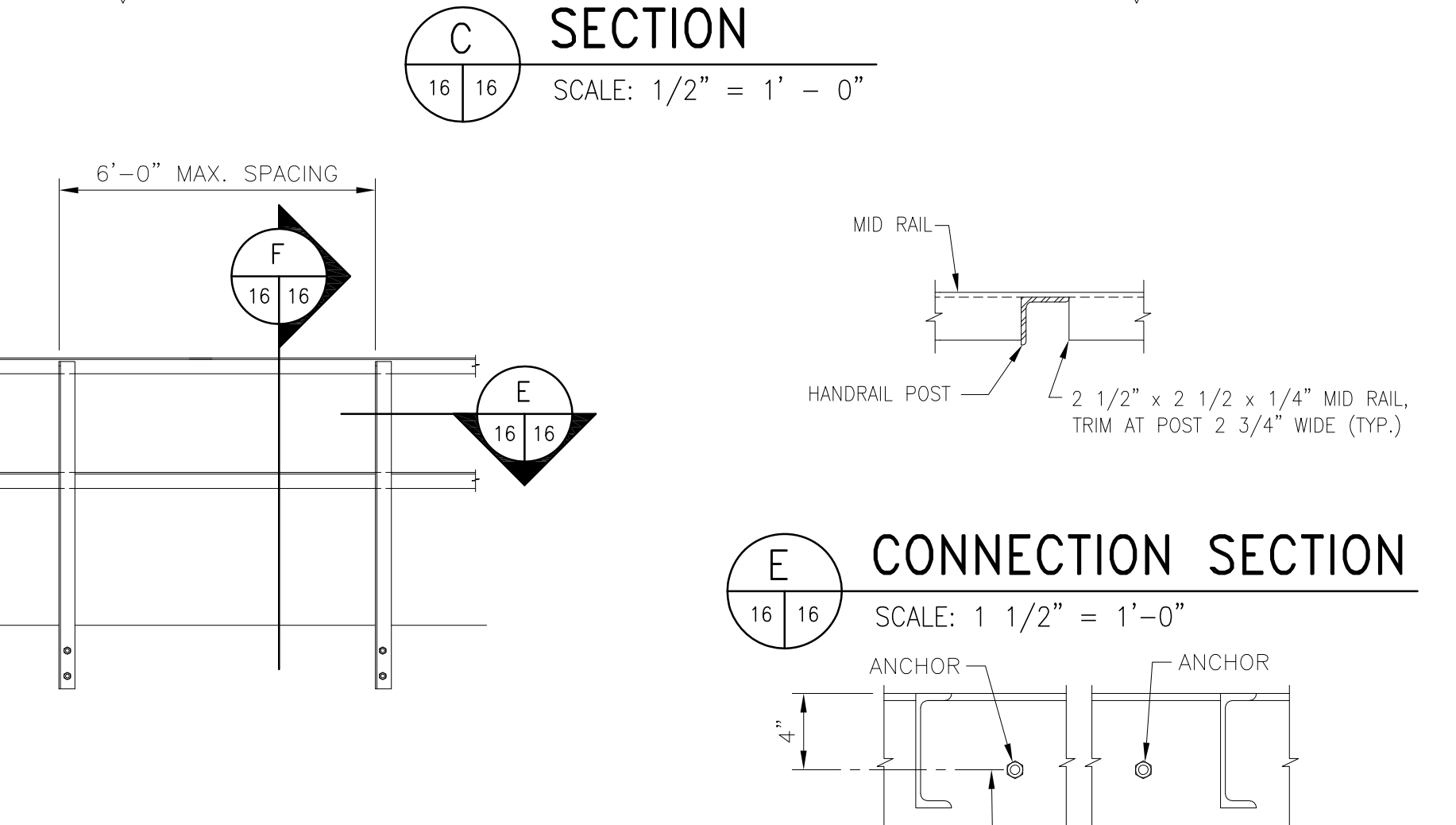
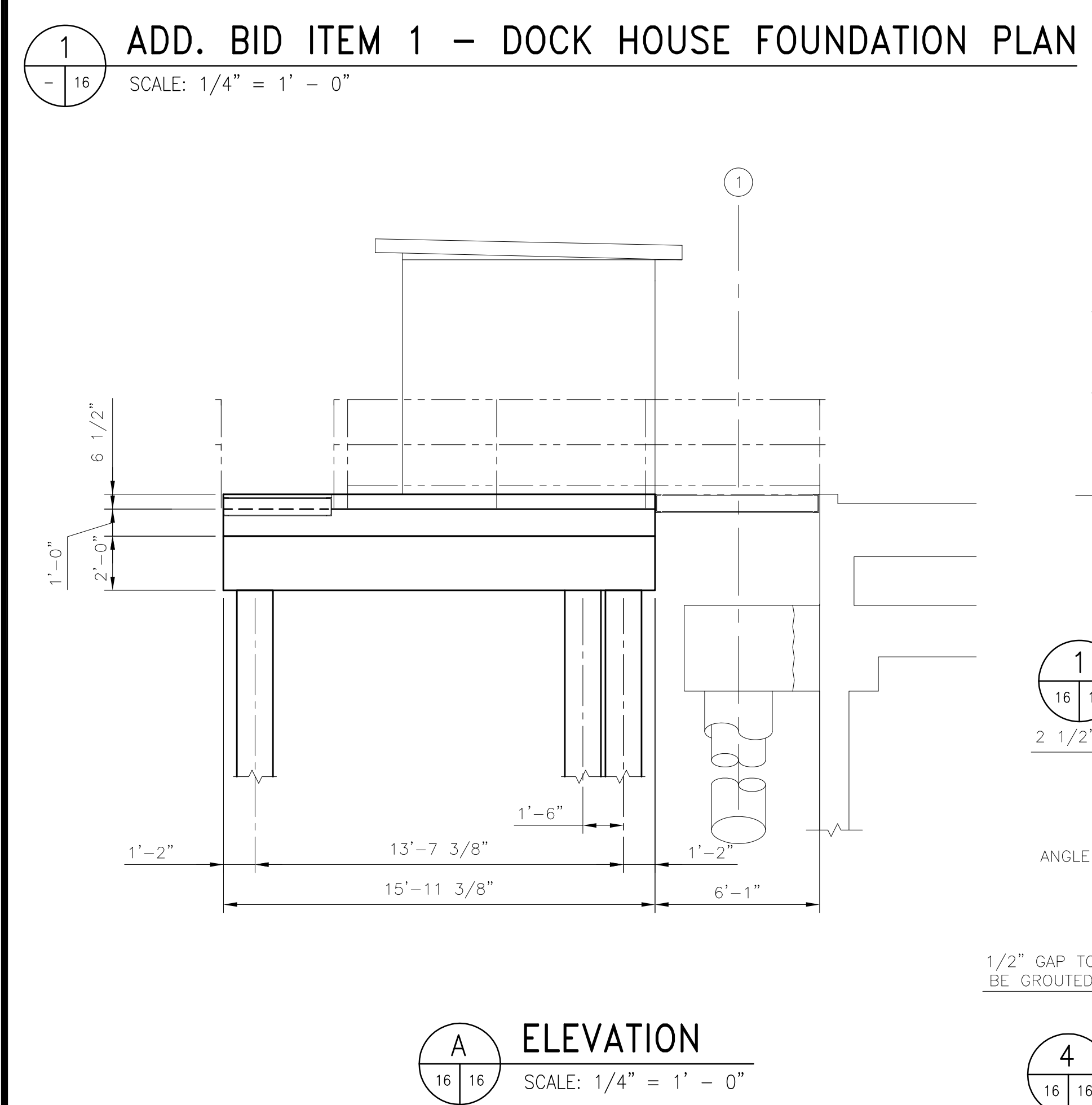
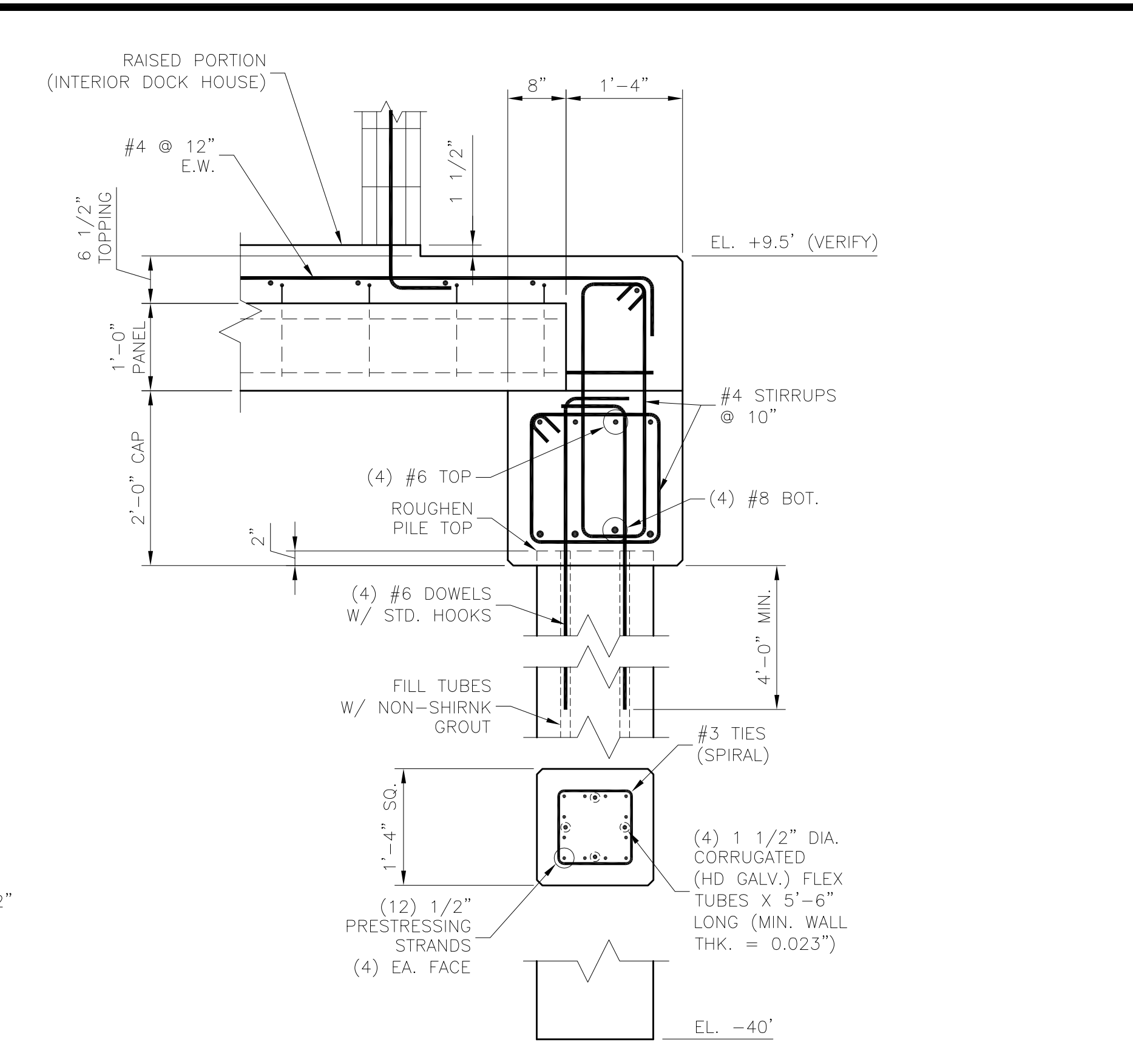
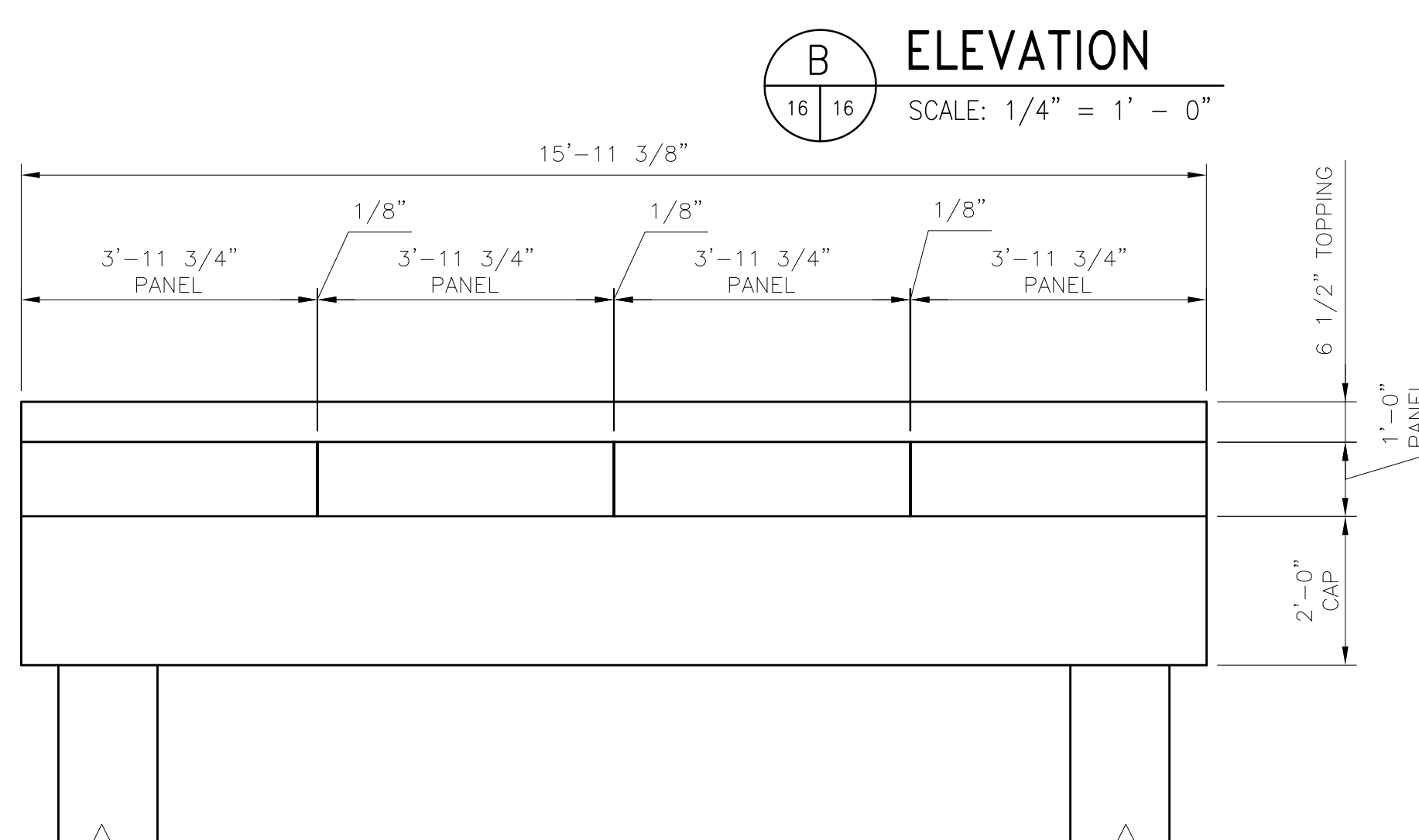
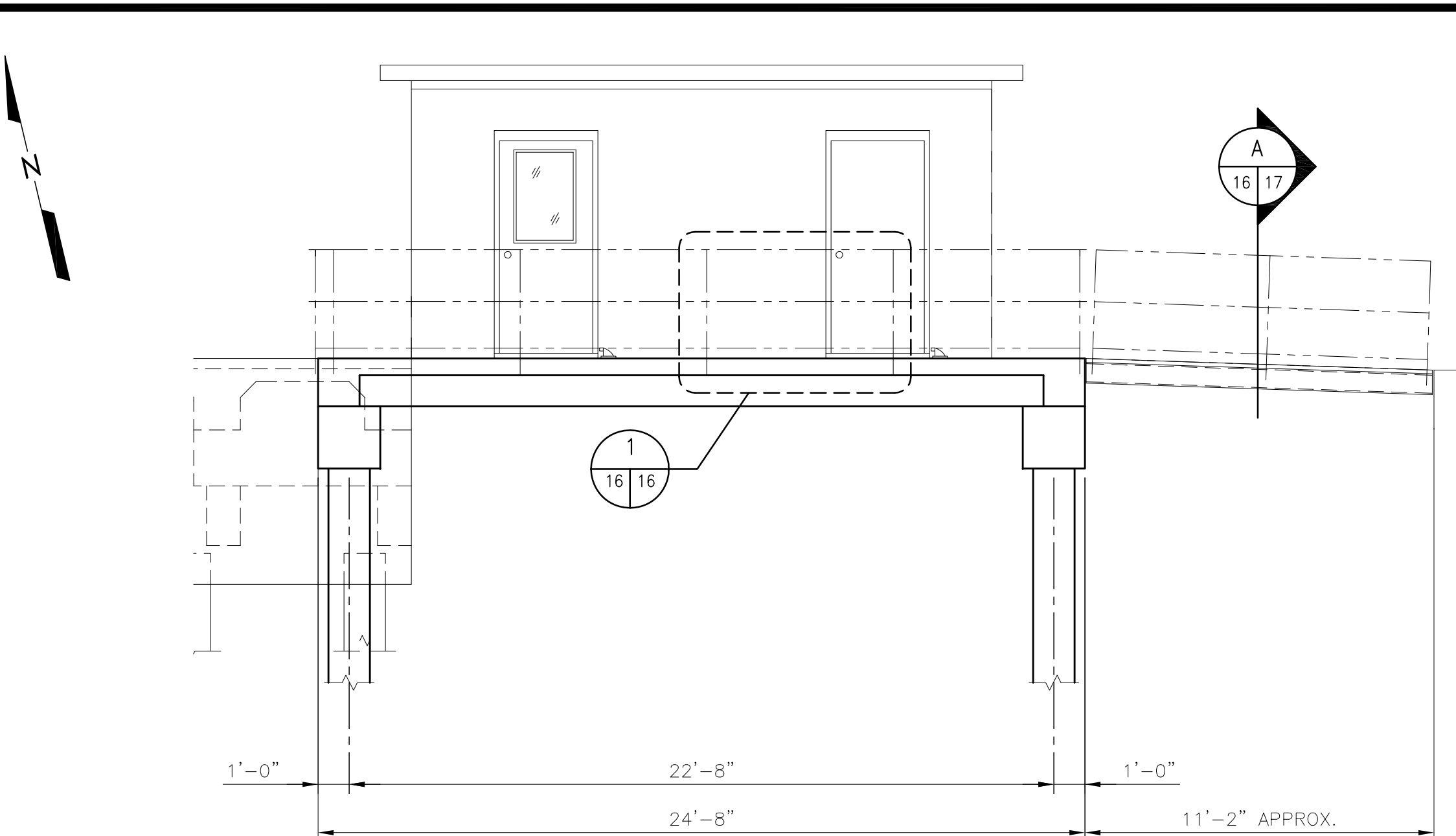
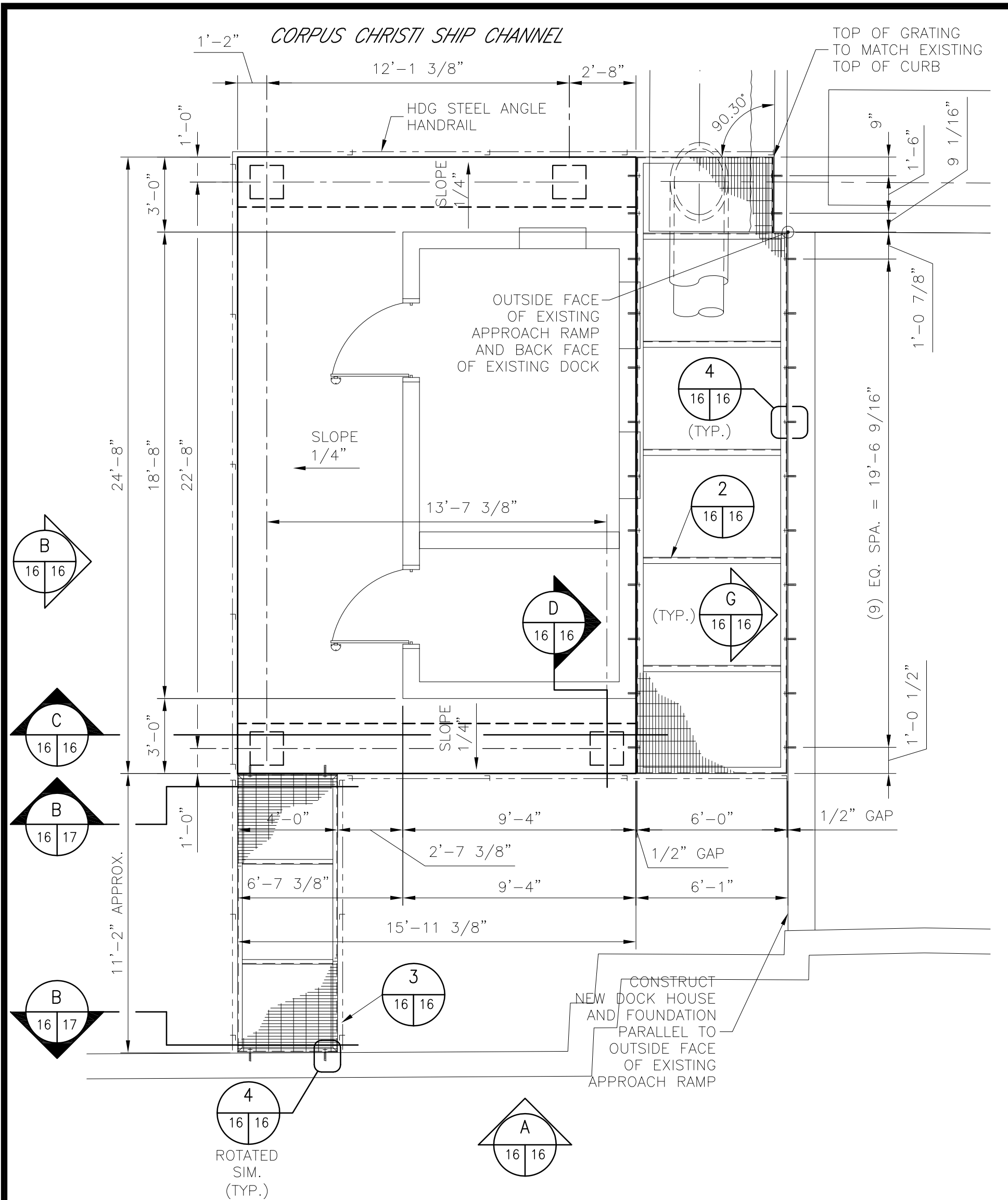
OIL DOCK NO. 9
ALLISION REPAIRS

SCALE: AS NOTED
DWN. BY: DRJ/BBI

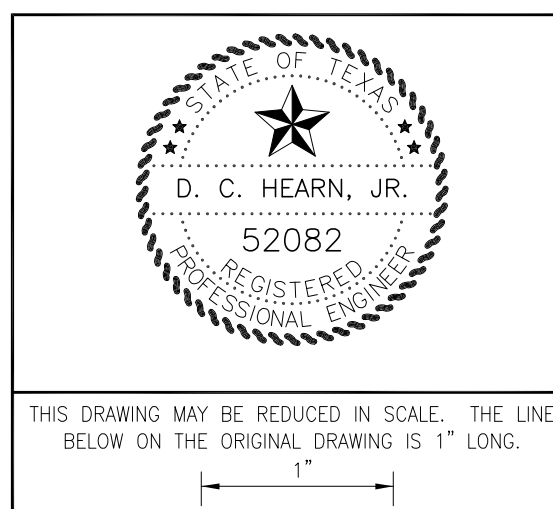
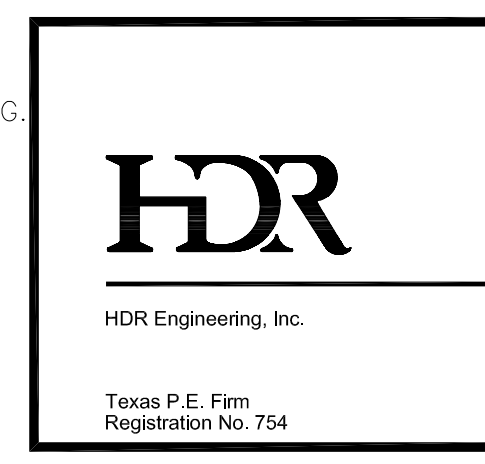
ADDITIVE BID ITEM 1
DOCK HOUSE

DATE: APRIL 2010
DWG. NO. 10029A-15

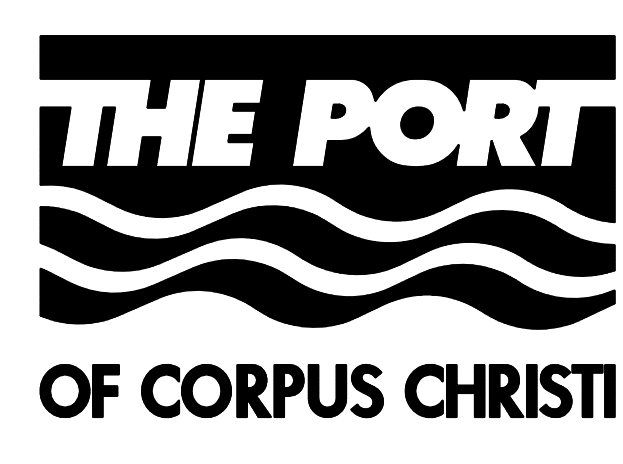
HDR/SMA JOB NO. 134897



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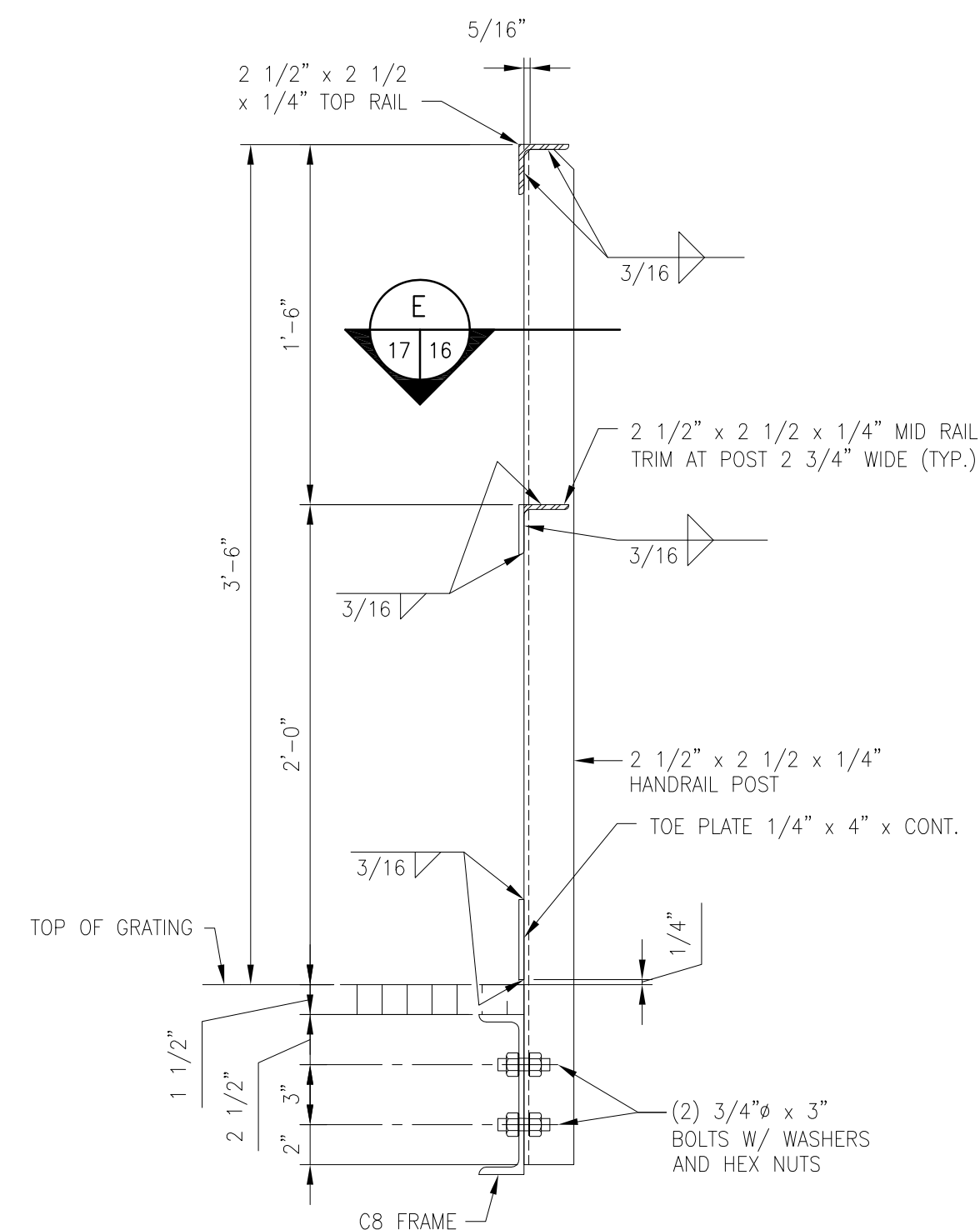
PORT OF CORPUS CHRISTI AUTHORITY

OIL DOCK NO. 9
ALLISION REPAIRS

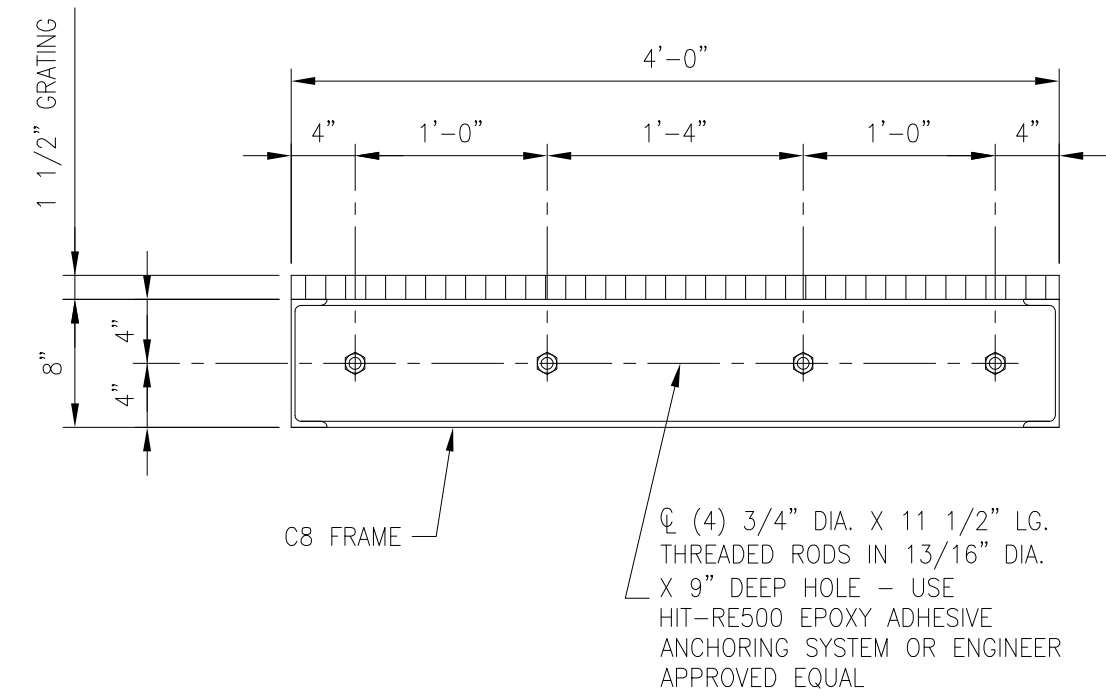
SCALE: AS NOTED

ADDITIVE BID ITEM 1
DOCK HOUSE FOUNDATION

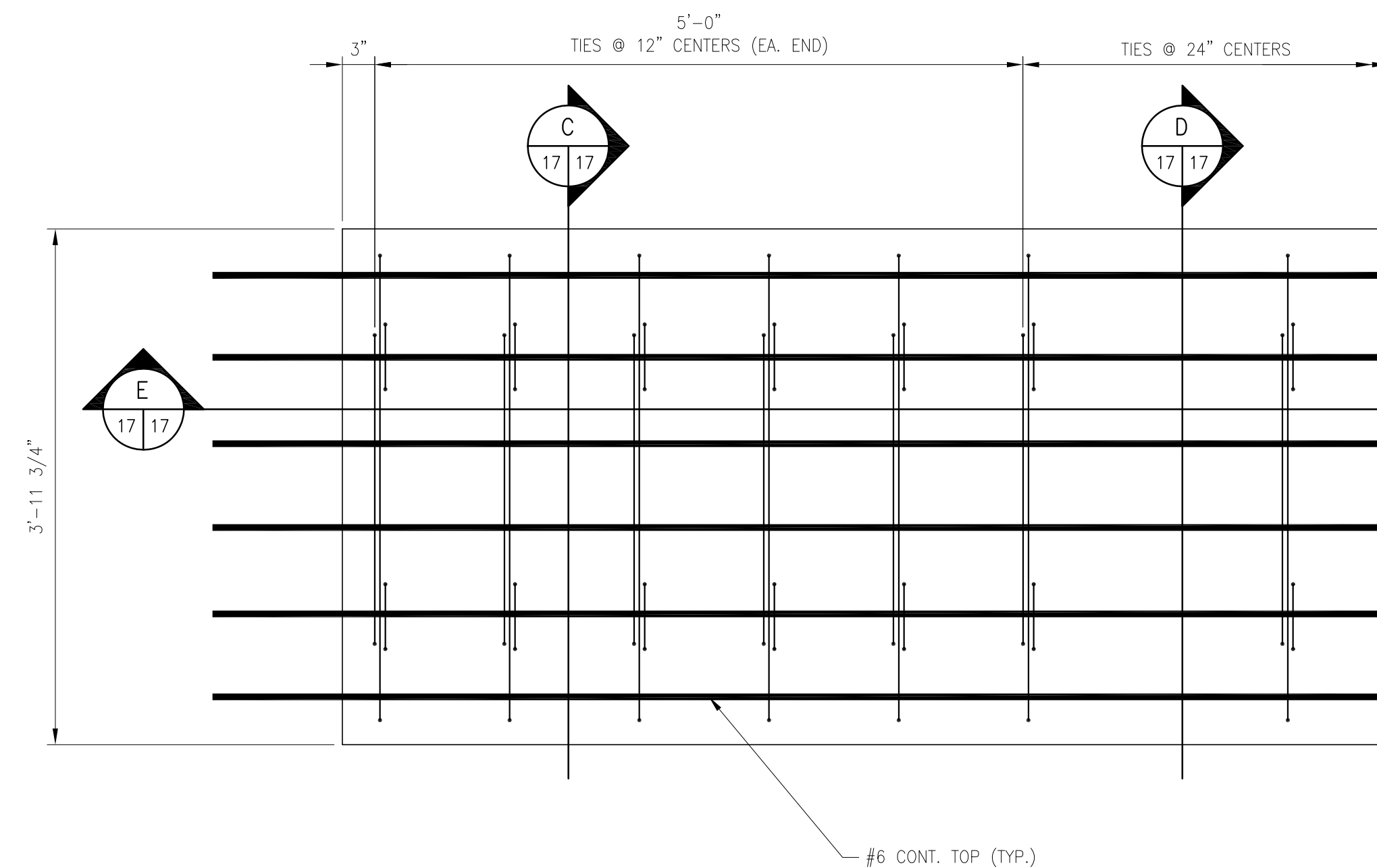
DATE: APRIL 2010
DWG. NO. 10029A-16



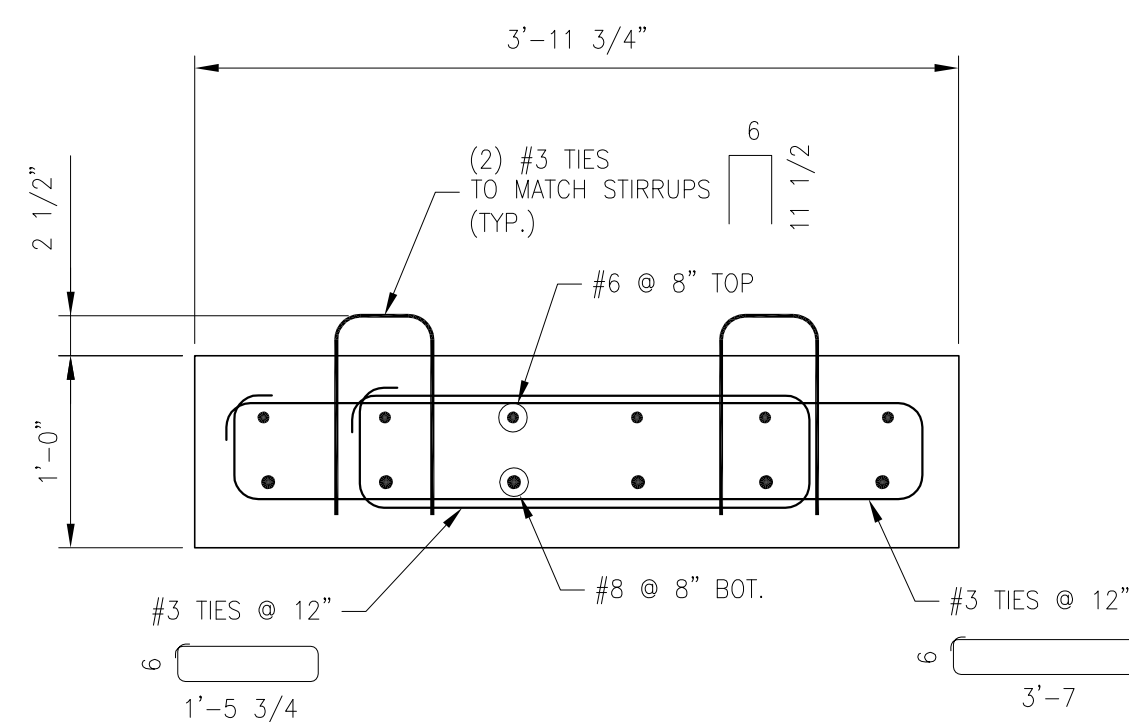
A TYP. HANDRAIL SECTION
SCALE: 1 1/2"=1'-0"



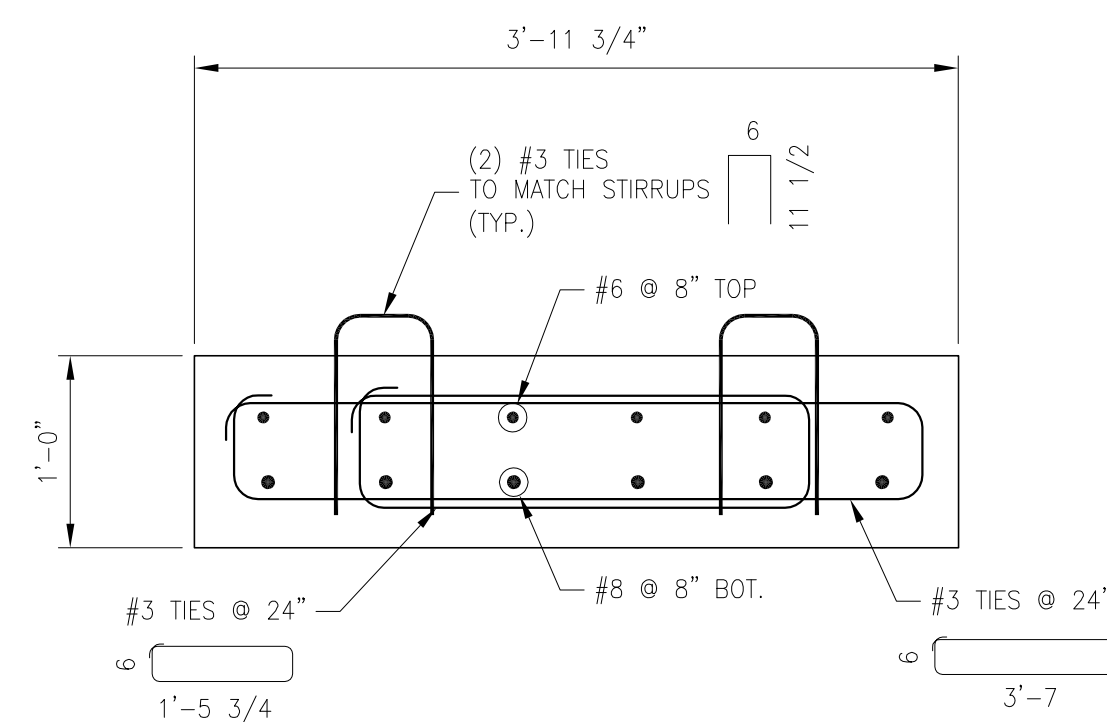
B FRAME MOUNTING SECTION
SCALE: 1"=1'-0"



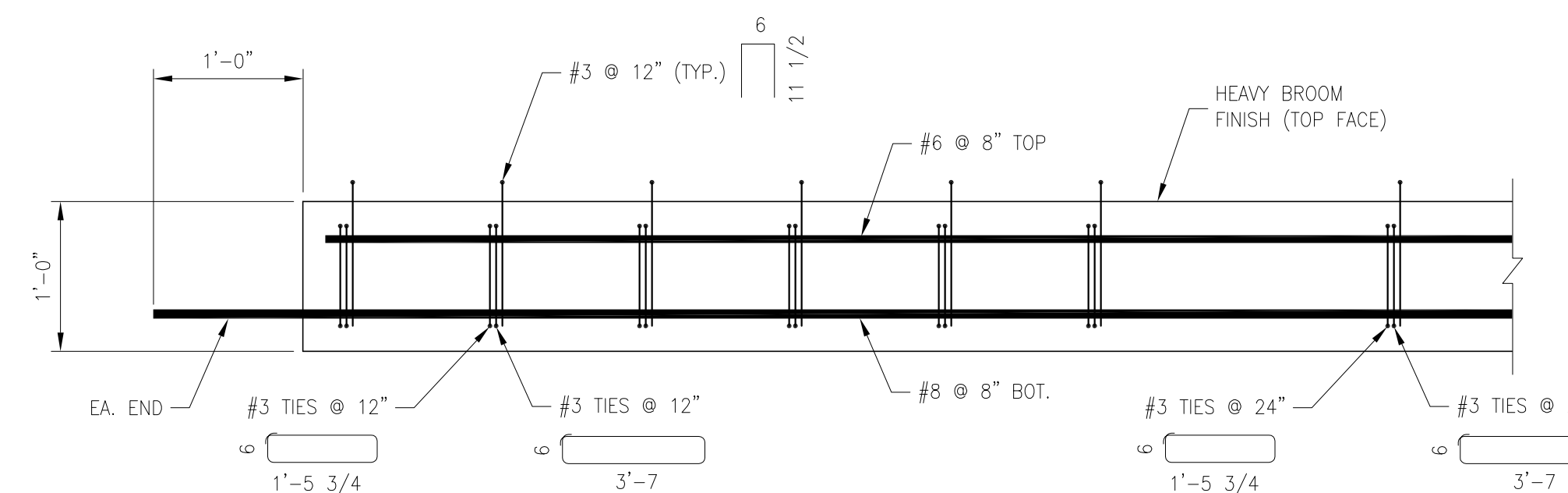
1 PRECAST PANEL PARTIAL PLAN
SCALE: 1"=1'-0"



C PRECAST PANEL SECTION
SCALE: 1"=1'-0"



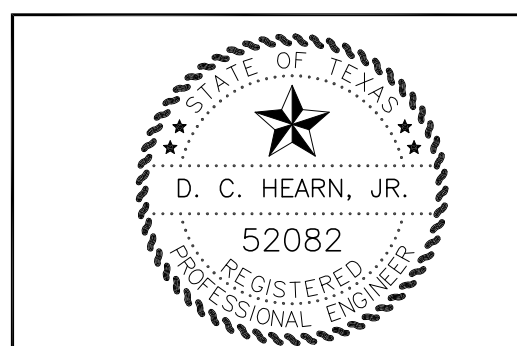
D PRECAST PANEL SECTION
SCALE: 1"=1'-0"



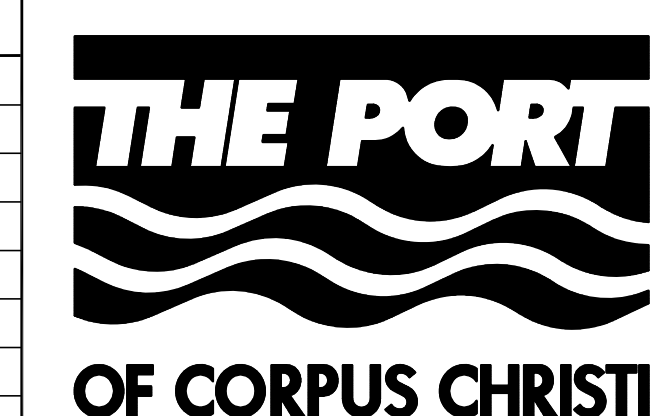
E PRECAST PANEL SECTION
SCALE: 1"=1'-0"

- NOTES:
- REINFORCEMENT BARS SHALL BE GRADE 60.
 - CONCRETE SHALL HAVE A 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI.

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1	4/22/10	ADDENDUM NO. 1

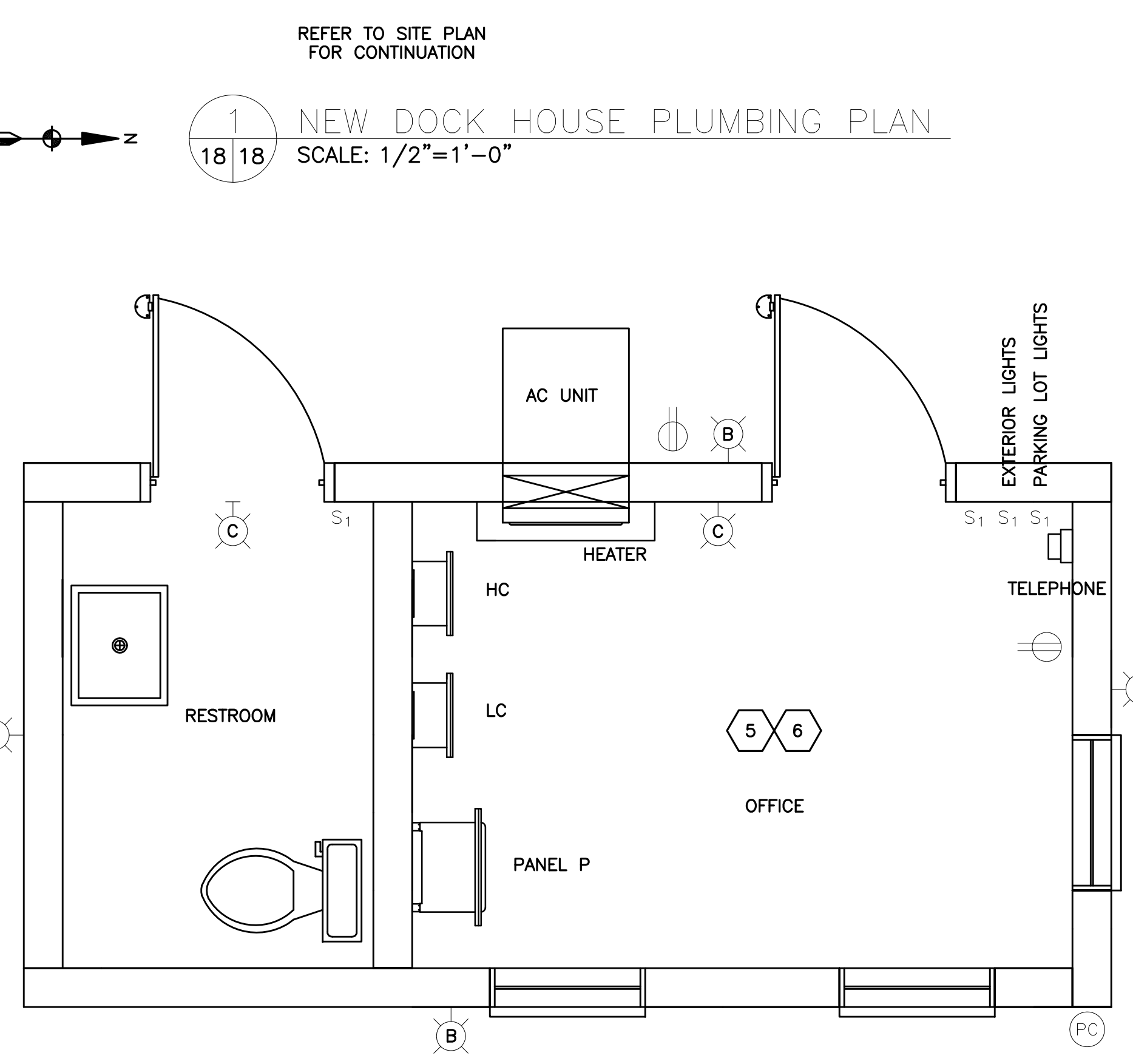
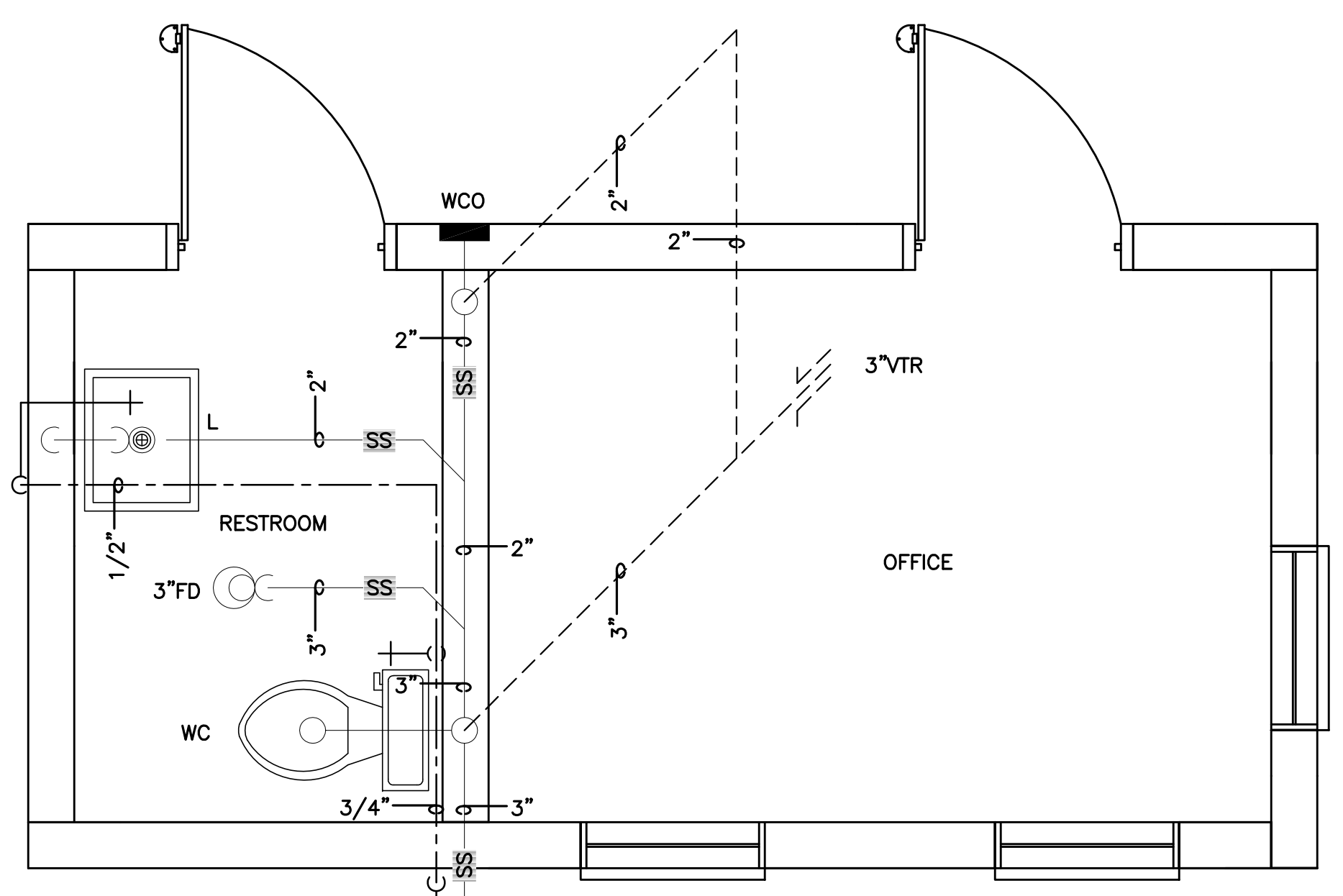
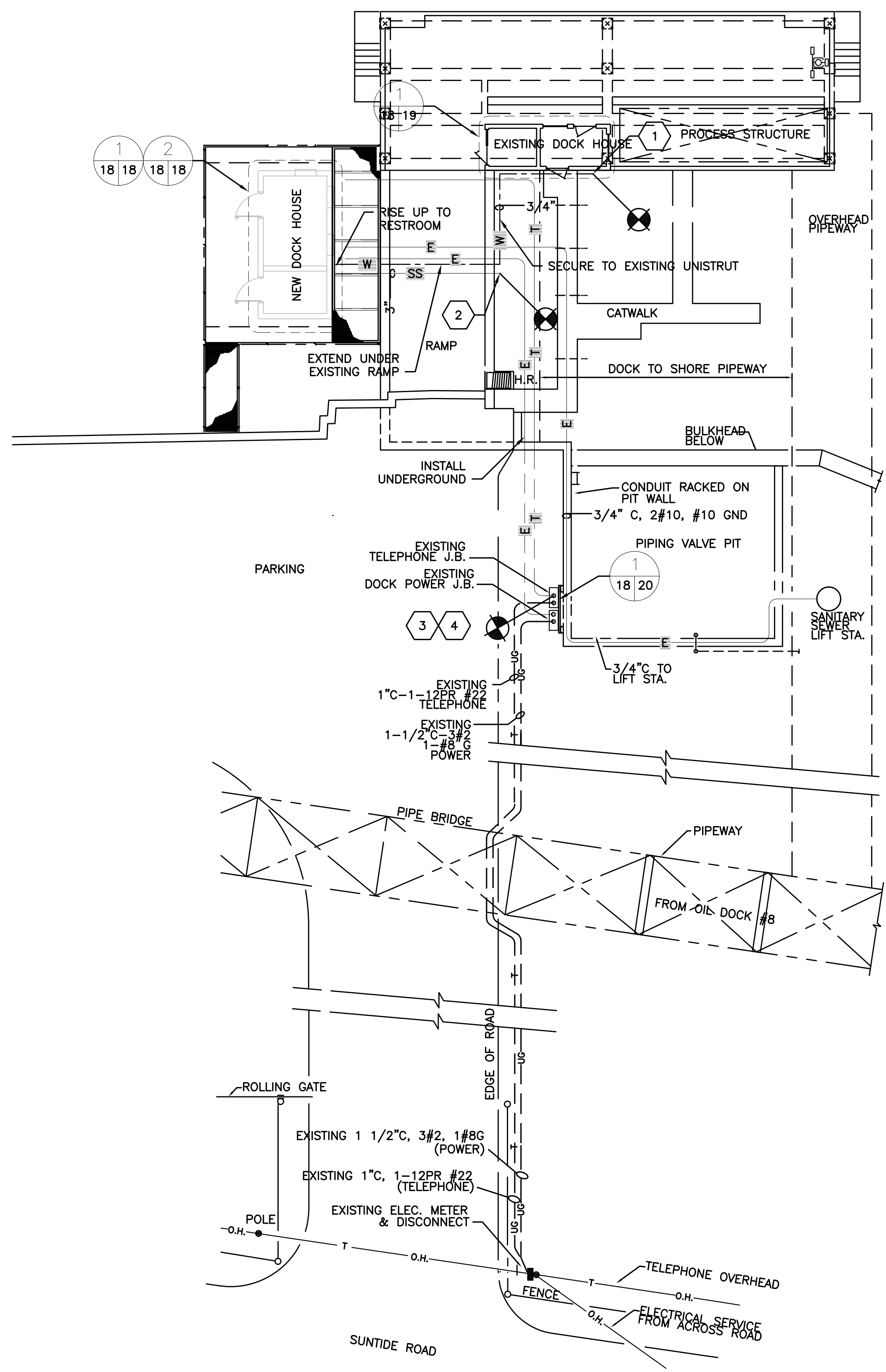


PCCA PROJ. #10-029A

SHEET 17 OF 22

PORT OF CORPUS CHRISTI AUTHORITY		
OIL DOCK NO. 9 ALLISION REPAIRS		
SCALE: AS NOTED	ADDITIVE BID ITEM 1	DATE: APRIL 2010
DWN. BY: DRJ/BBI	DOCK HOUSE FOUNDATION DETAILS	DWG. NO. 10029A-17

HDR/SMA JOB NO. 134897

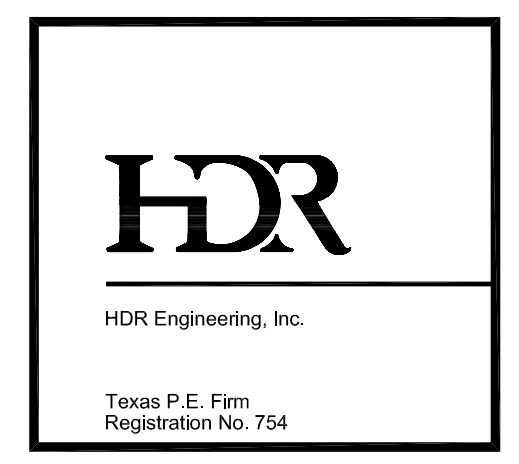
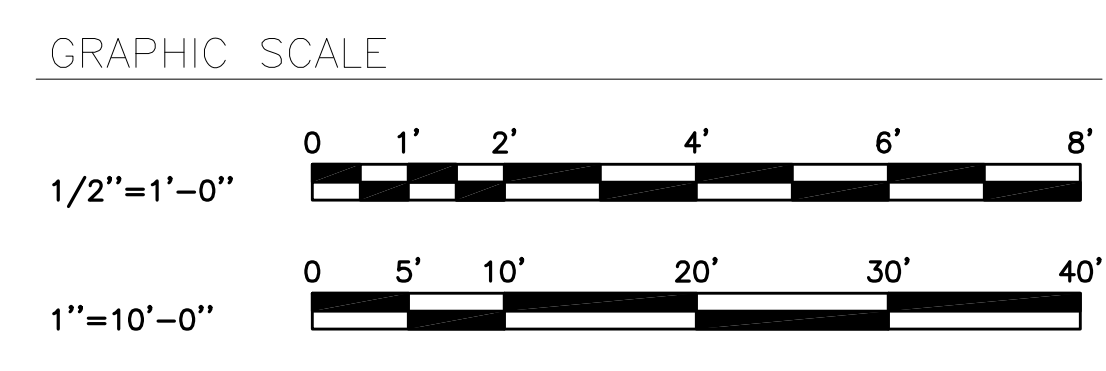
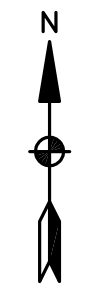


- LEGEND**
- L LAVATORY (AMERICAN STD. 0355.012 & 5500.170)
 - WC WATER CLOSET (AMERICAN STD. 2467.100)
 - VTR VENT THRU ROOF
 - WCO WALL CLEANOUT (J.R. SMITH 4432)
 - FD FLOOR DRAIN (ZURN Z415B)
 - SS SANITARY SEWER
 - DOMESTIC COLD WATER
 - - - VENT LINE
 - POINT OF NEW WORK
 - CONDUIT RUN EXPOSED
 - CONDUIT RUN BELOW DOCK OR UNDERGROUND
 - - - TELEPHONE RUN EXPOSED
 - - - TELEPHONE RUN BELOW DOCK OR UNDERGROUND
 - ⊕ GROUNDED CONDUCTOR (NEUTRAL)
 - ⊕ HOT CONDUCTOR (NOT SWITCHED)
 - ⊕ SWITCHED CONDUCTOR
 - ⊕ CONTACTOR SWITCHED CONDUCTOR
 - CONDUIT FITTING - EXPLOSION PROOF
 - ⊕ WALL MOUNT LIGHTING FIXTURE WITH GUARD - 70 WATT HPS, 120 VAC BALLAST, CLASS 1, DIV 1, GROUP C & D, EPOXY POWDER COAT FINISH, 3/4" HUBS, CROUSE-HINDS CAT. No. EVLB8X142071-MT
 - ⊕ WALL MOUNT LIGHTING FIXTURE WITH GUARD; 100 WATT, 120 VAC INCANDESCENT; EPOXY POWDER COAT FINISH, 3/4" HUBS; CLASS 1, DIV 1, GROUP C & D; CROUSE-HINDS CAT. No. EVBX2301
 - ⊕ TELEPHONE RINGER AUDIBLE (BELL) SIGNAL
 - (# LC) CIRCUIT NUMBER IN PARENTHESIS ("LC" SUFFIX INDICATES AUTOMATICALLY-SWITCHED BY LIGHTING CONTACTOR, "HC" SWITCHED BY HEATING CONTACTOR)
 - (# HC)
 - S1 SWITCH, SEALED GENERAL PURPOSE SINGLE GANG - EXPLOSION PROOF; 20 AMP, 120/277 VAC, CLASS 1, DIVISION 1, GROUP C & D; EPOXY POWDER COAT FINISH; IN SINGLE GANG FEED-THROUGH BODY; 3/4" HUBS (UNLESS OTHERWISE NOTED) S1 (SINGLE POLE); CROUSE HINDS #EDSC2129-S752
 - ⊕ RECEPTACLE - EXPLOSION PROOF SINGLE GANG DEAD FRONT INTERLOCKED CIRCUIT-BREAKING TYPE; 20 AMP, 125 VAC CLASS 1, DIV. 1, GROUP C & D; WITH EPOXY POWDER COAT FINISH; 3/4" HUBS; CROUSE-HINDS CAT. No. ENRC21201-S752
 - ⊕ PHOTOCELL - EXPLOSION-PROOF; 120 VAC, 3.3 AMP; IN CLASS 1, DIV. 2, GROUP C & D INSTRUMENT ENCLOSURE, WITH 2" TEMPERED GLASS LENS COVER; EPOXY POWDER COAT FINISH, 3/4" HUBS; CROUSE-HINDS CAT. No. EV2H20-S752
 - ⊕ CONDUIT SEAL FITTING, PLASTIBOND COATED; CROUSE-HINDS CAT. No. EYS

- GENERAL NOTES**
- AREA IS CLASSIFIED BY NFPA AS CLASS 1 DIVISION 1 GROUP C & D.
 - ALL CONDUIT SHALL BE RIGID GALV. STEEL 20 MIL PVC COATED. ALL WIRING SHALL BE IN CONDUIT.
 - ALL WIRING SHALL BE THHN/THWN COPPER 600V INSULATED.
 - SANITARY SEWER LINES SHALL BE SCHEDULE 40 PVC.
 - WATER LINE SHALL BE GALV. STEEL PAINTED BLUE.

- CONSTRUCTION NOTES**
- ROUTE LINE TO EXISTING DOMESTIC WATER SUPPLY LINE LOCATED NEAR EXISTING DOCK HOUSE. CONNECT WATER LINE AND PROVIDE BALL VALVE.
 - CONNECT TO EXISTING SANITARY SEWER.
 - CONNECT TO EXISTING 120/240V ELECTRICAL POWER AND ROUTE AS SHOWN.
 - CONNECT TO EXISTING TELEPHONE AND ROUTE AS SHOWN.
 - SALVAGE ELECTRICAL EQUIPMENT SHOWN ON ELECTRICAL EQUIPMENT SCHEDULE SHEET 19. EQUIPMENT FOR NEW DOCK HOUSE SHALL BE NEW AS LISTED ON THE ELECTRICAL EQUIPMENT SCHEDULE.
 - CIRCUIT EQUIPMENT AND DEVICES AS SHOWN ON 18 19.

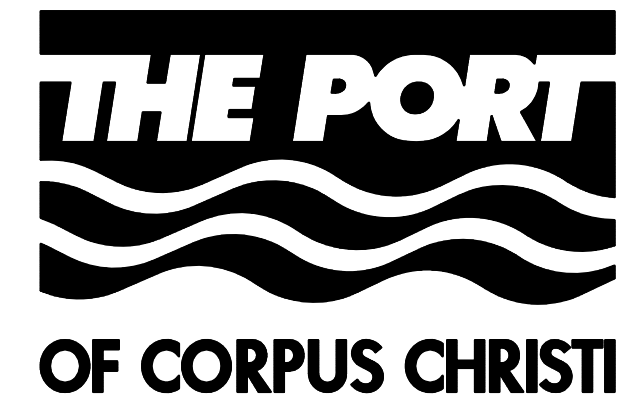
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY RICHARD C. PITTMAN, P.E., TEXAS NO. 37232 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1

THIS DRAWING MAY BE REDUCED IN SCALE. THE LINE BELOW ON THE ORIGINAL DRAWING IS 1" LONG.

PCCA PROJ. #10-029A



PORT OF CORPUS CHRISTI AUTHORITY

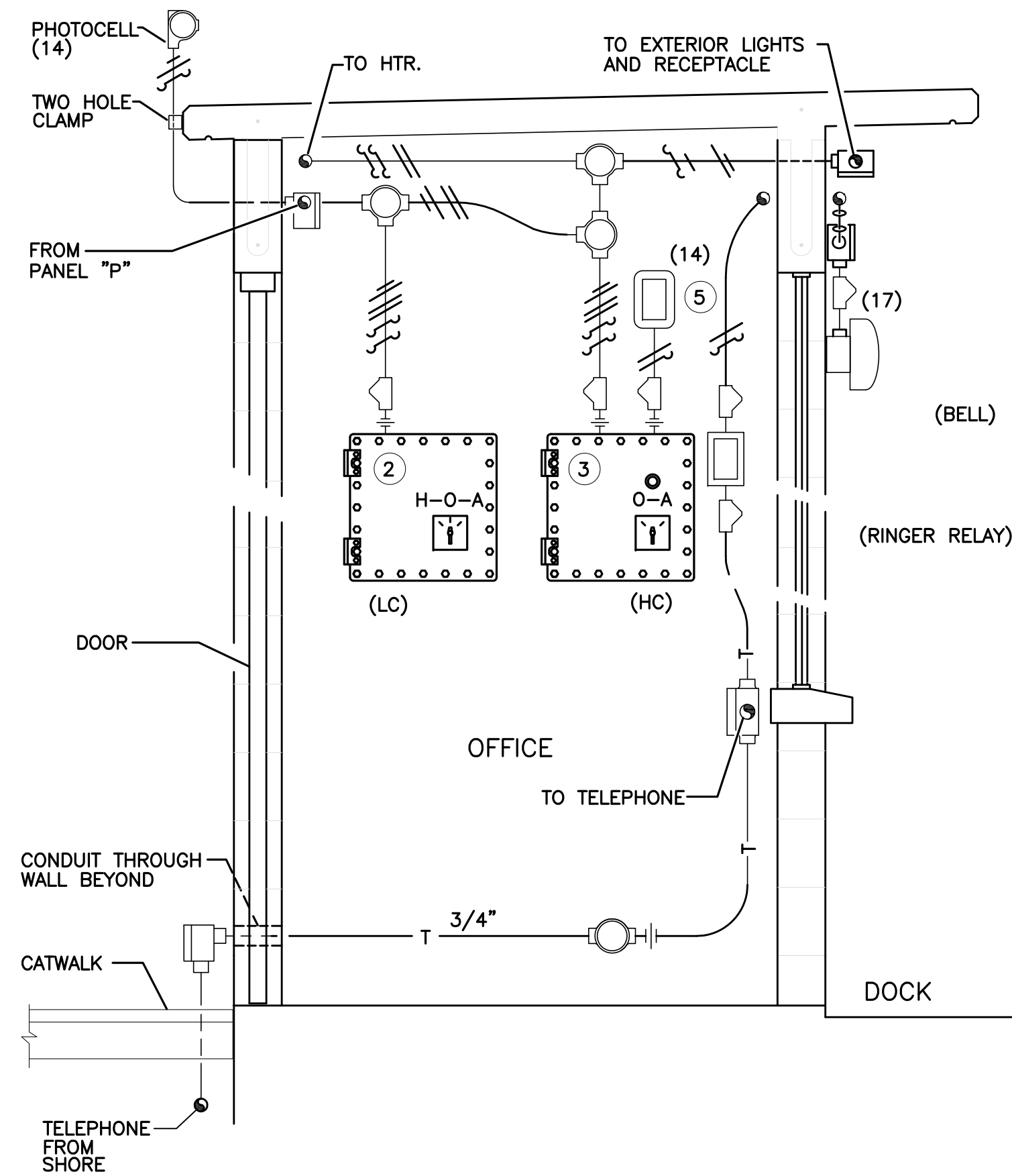
OIL DOCK NO. 9 ALLISION REPAIRS

SCALE: AS NOTED

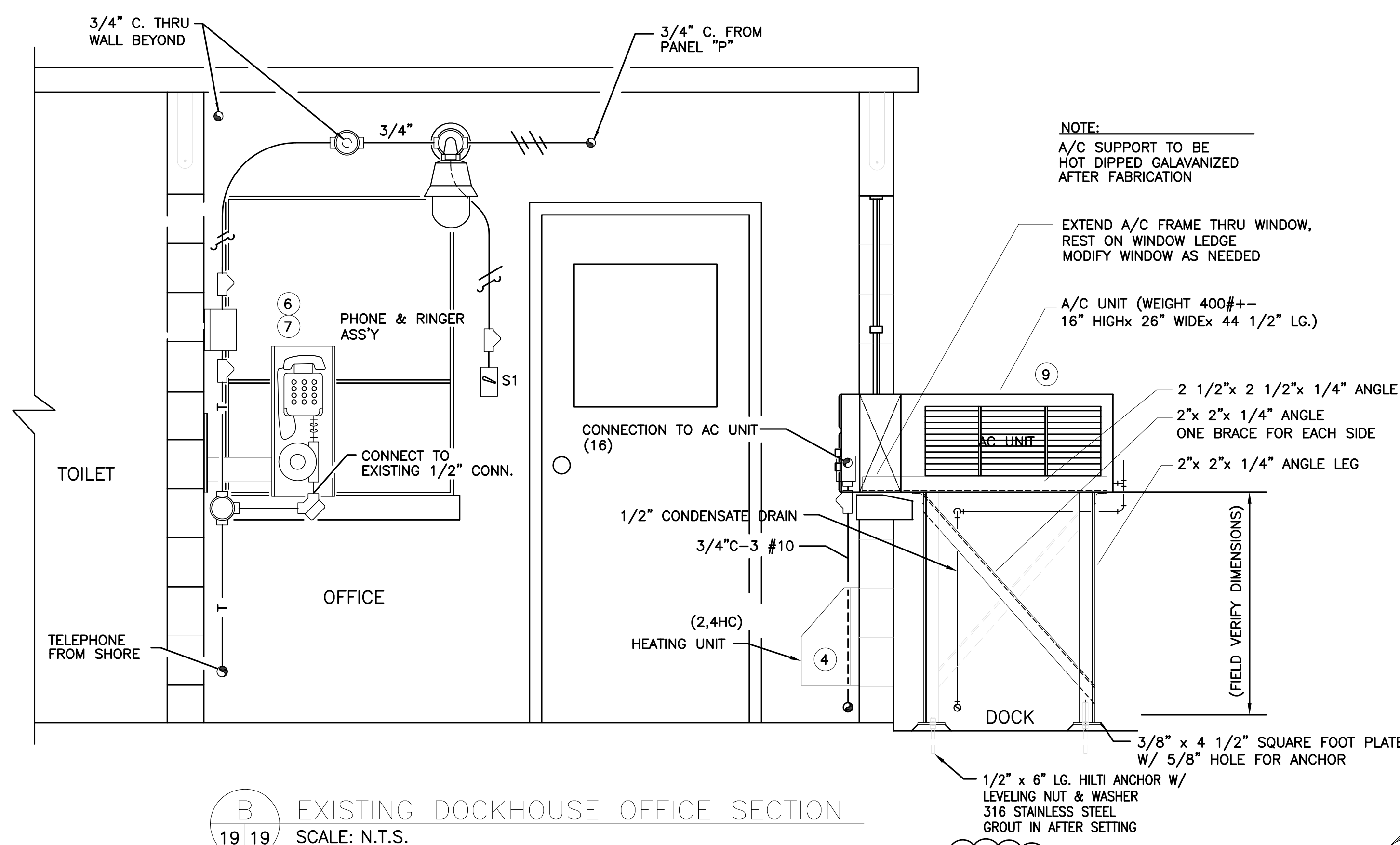
ADDITIVE BID ITEM 1
MEP SITE PLAN
& NEW DOCK HOUSE PLANS

DATE: APRIL 2010
DWG. NO. 10029A-18

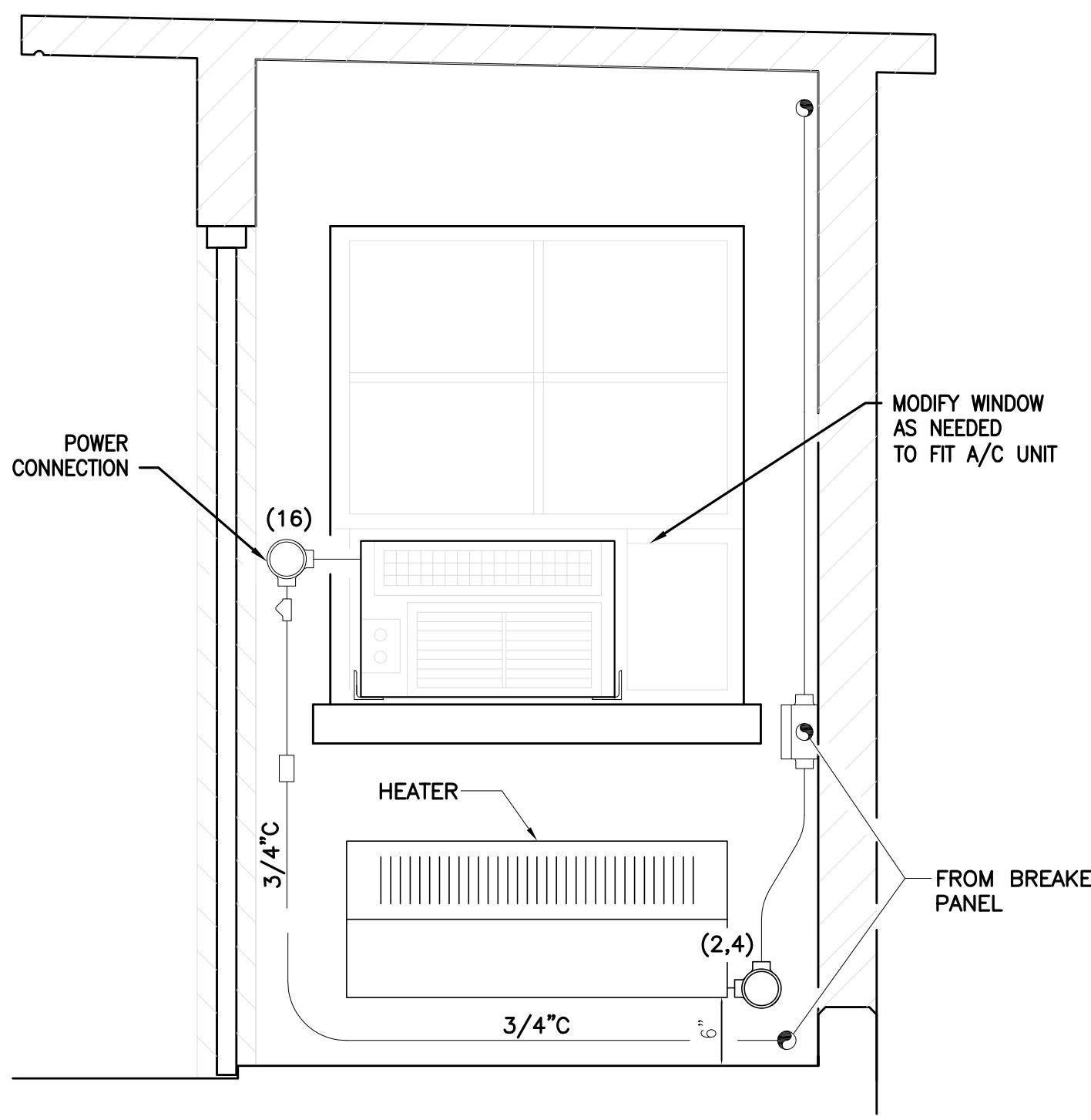
DWN. BY:



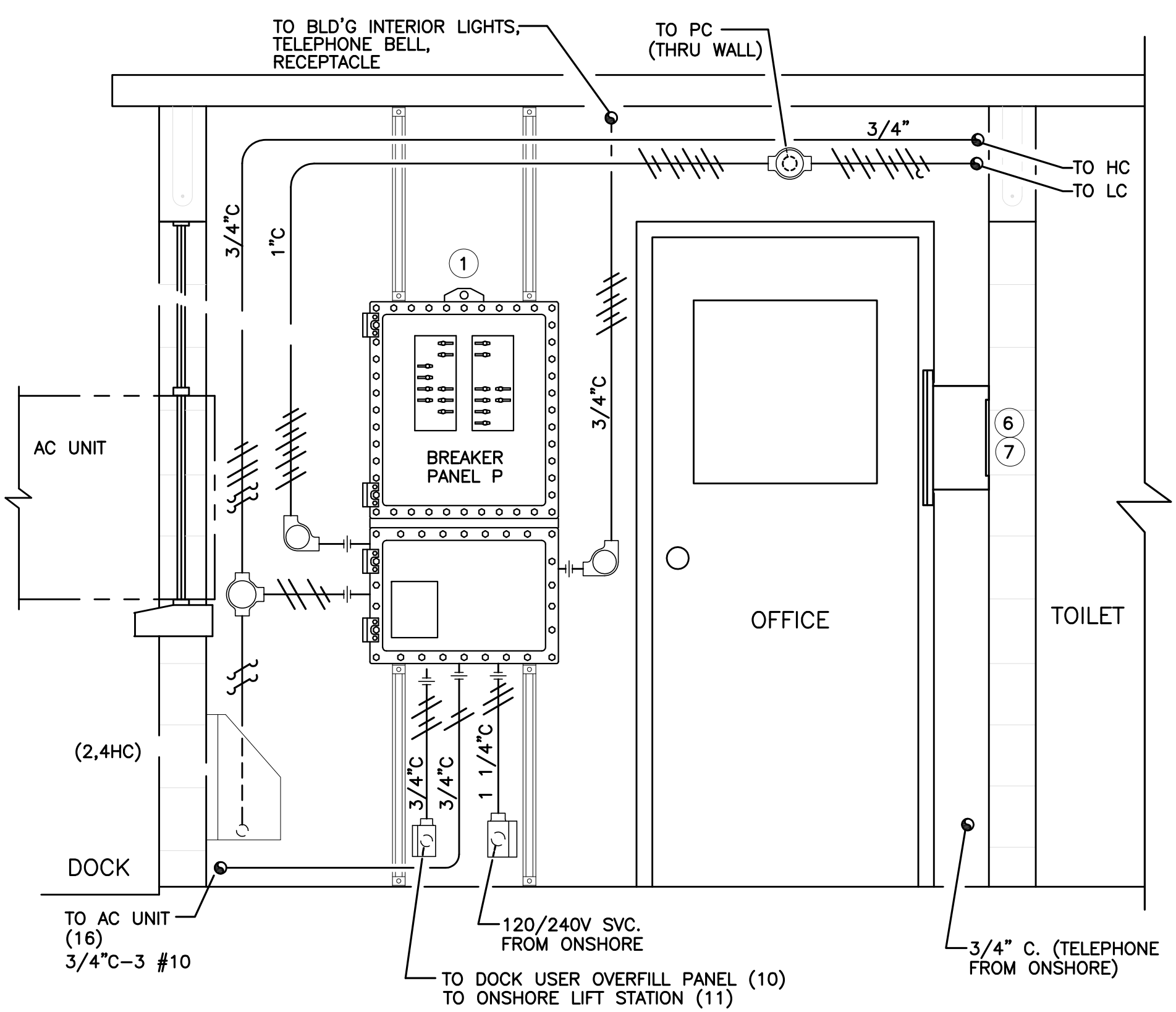
A EXISTING DOCKHOUSE OFFICE SECTION
19 19 SCALE: N.T.S.



B EXISTING DOCKHOUSE OFFICE SECTION
19 19 SCALE: N.T.S.

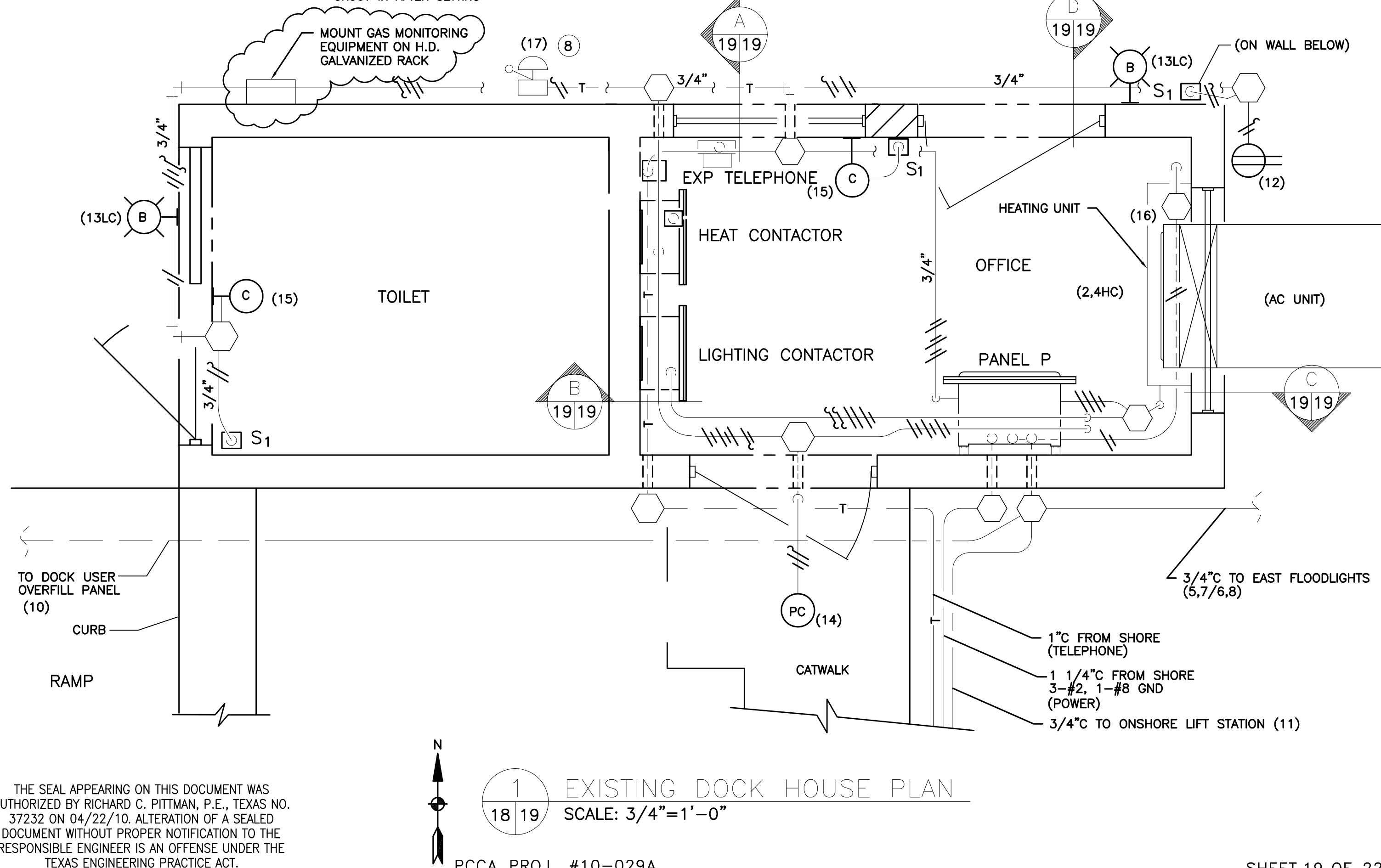


D EXISTING DOCKHOUSE OFFICE SECTION
19 19 SCALE: N.T.S.

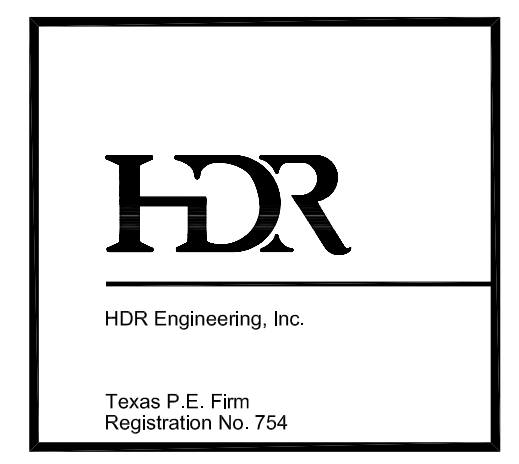
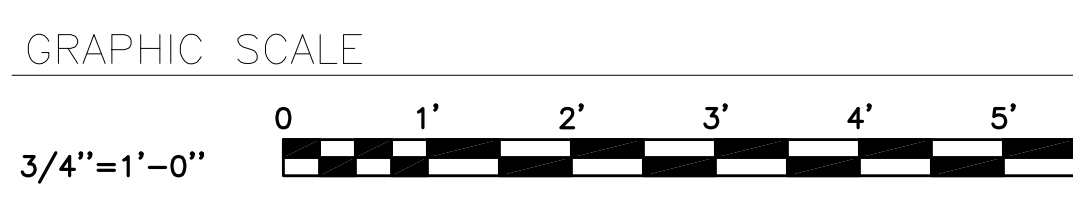


C EXISTING DOCKHOUSE OFFICE SECTION
19 19 SCALE: N.T.S.

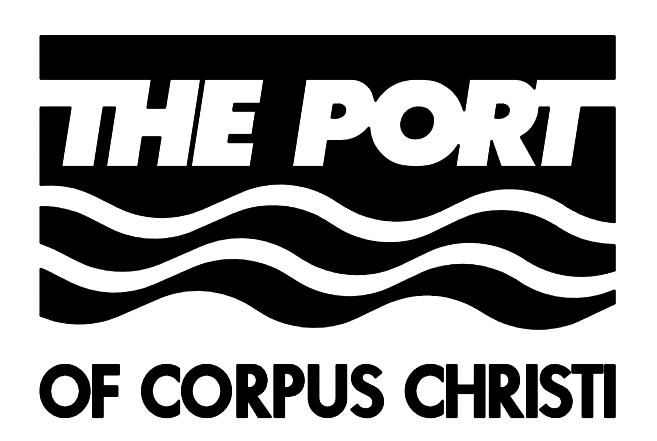
ELECTRICAL EQUIPMENT SCHEDULE	
1	PANELBOARD "P": SINGLE ENCLOSURE WITH SEPARATE SEALED PANELBOARD AND WIRING COMPARTMENTS; SEPARATE COVERS, WITH WIRING ENCLOSURE ON BOTTOM FOR POWER AND BRANCH CIRCUIT CONNECTIONS; 120/240 VOLT SINGLE PHASE, 100 AMP MAIN BREAKER AND 16 BRANCH CIRCUITS AS INDICATED ON THE PANEL SCHEDULE; 10,000 AMP SYM. SHORT CIRCUIT RATING; EXTERIOR CORROSION RESISTANT POWDER COATING; CROUSE-HINDS CAT. No. EPLU118-I-S752, WITH SQUARE D "QO" BREAKERS
2	LIGHTING CONTACTOR: HINGED DOOR ENCLOSURE, WITH 240 VOLT, 4-POLE, 30 AMP CONTACTOR; 120 VAC COIL, ELECTRICALLY HELD; HINGED COVER WITH H-O-A CONTROL SWITCH; FACTORY WIRED, WITH TERMINAL STRIP FOR FIELD WIRING CONNECTIONS AND BACKPLANE MOUNTING PLATE; CLASS 1, DIV. 1, GROUP C & D; CROUSE-HINDS CAT. No. EJB121208-1C17479-3, WITH SQUARE D CLASS 8903 CONTACTOR
3	HEATER CONTACTOR: HINGED DOOR ENCLOSURE, WITH 240 VOLT, 2-POLE, 30 AMP CONTACTOR; 120 VAC COIL, ELECTRICALLY HELD; HINGED COVER WITH A-O CONTROL SWITCH AND PILOT LIGHT; FACTORY WIRED, WITH TERMINAL STRIP FOR FIELD WIRING CONNECTIONS AND BACKPLANE MOUNTING PLATE; CLASS 1, DIV. 1, GROUP C & D; CROUSE-HINDS CAT. No. EJB121208-1C17479-4, WITH SQUARE D CLASS 8903 CONTACTOR
4	SPACE HEATER, WALL MOUNTED CONVECTION TYPE, 2.3kW, 240 VOLT, SINGLE PHASE, WITH LOAD RATED AUTO RESET HIGH TEMPERATURE LIMIT; CLASS 1, DIV 1, GROUP C & D, T3A TEMP RATING, INDEECO CAT. NO. 254-F0630232J
5	ROOM THERMOSTAT, SPDT, 120 VAC, CLASS 1, DIV. 1, GROUP C & D, CROUSE-HINDS CAT. No. HRC85
6	EXPLOSION-PROOF TELEPHONE RINGER RELAY, CLASS 1, DIV 1, GROUP C & D, DPST N.O. CONTACTS, RATED 5 AMP @ 120 VAC, TELEPHONE REN: 0.6A, WHEELLOCK No. XRT-T-40
7	EXPLOSION-PROOF SINGLE LINE WALL TELEPHONE, INDOORS USE, INTRINSICALLY-SAFE HANDSET, NEMA 4 ENCLOSURE, CLASS 1, DIV 1, GROUP C & D, AVAYA MODEL NO. EA401 (NOTE: EXISTING DOCK USER TELEPHONE, TO REMAIN AS-IS, SHOWN FOR REFERENCE ONLY - N.I.C.)
8	TELEPHONE BELL, 120 VAC, CLASS 1, DIV 1, GR B,C,D; 10" BELL, SINGLE STROKE MODE, 87 dBA, 0.125A INPUT CURRENT, WITH PROTECTIVE HOOD AND GUARD FOR OUTDOORS USE; SILVER COLOR; WHEELLOCK MODEL CSXG10-115-S
9	A/C UNIT: FOR CLASSIFIED CLASS 1 DIV. 1.



1 EXISTING DOCK HOUSE PLAN
18 19 SCALE: 3/4"=1'-0"



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



PORT OF CORPUS CHRISTI AUTHORITY

OIL DOCK NO. 9 ALLISION REPAIRS

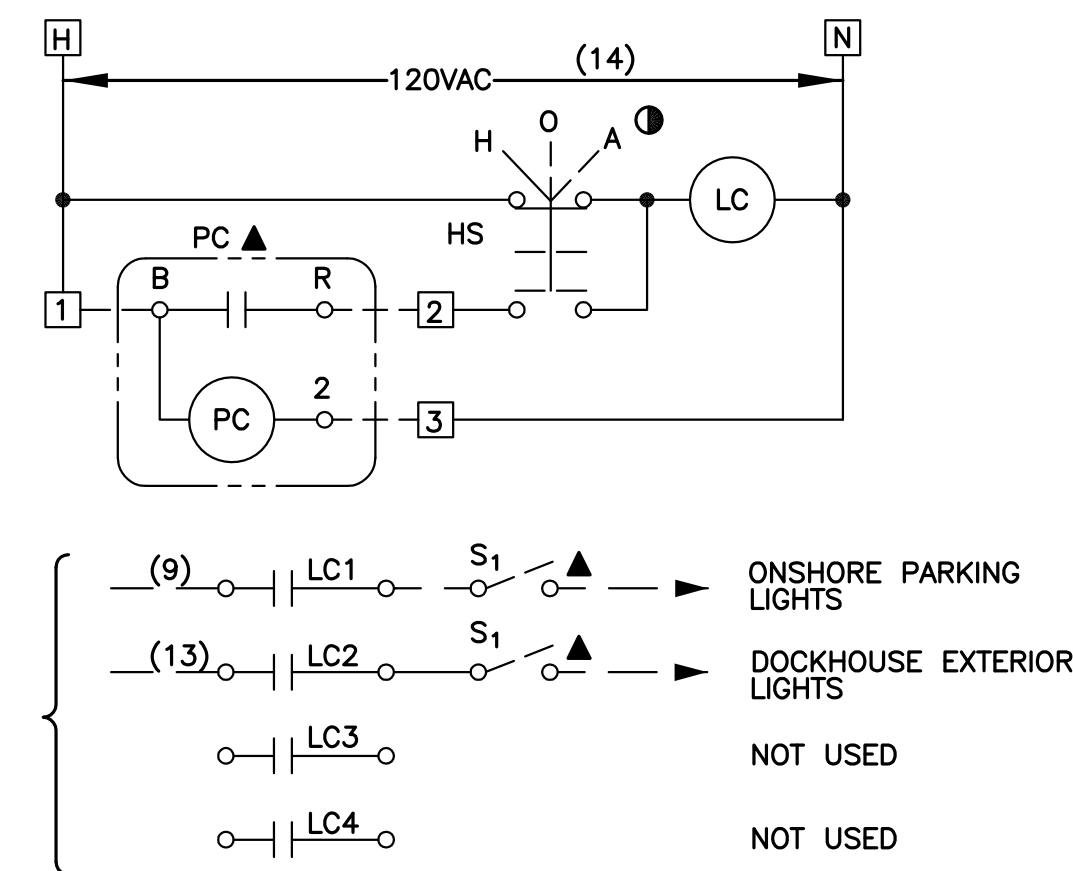
SCALE: AS NOTED

ADDITIVE BID ITEM 1 EXISTING DOCK HOUSE

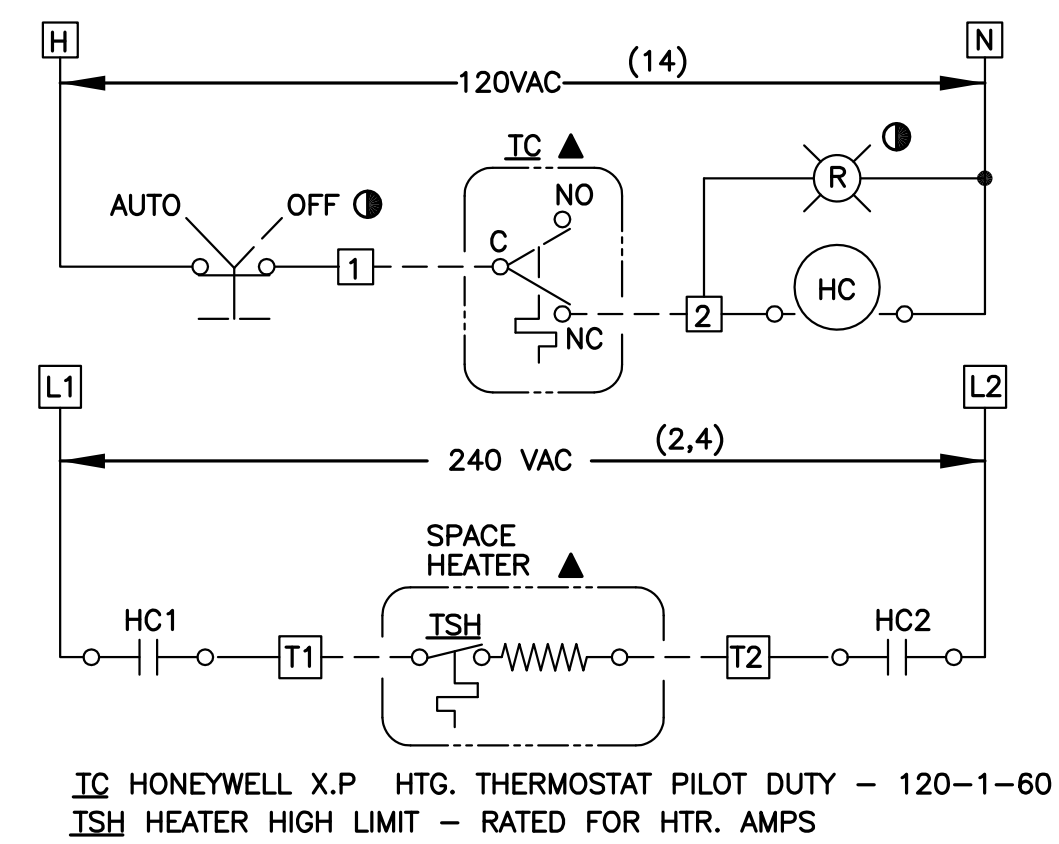
DATE: APRIL 2010

DWN. BY:

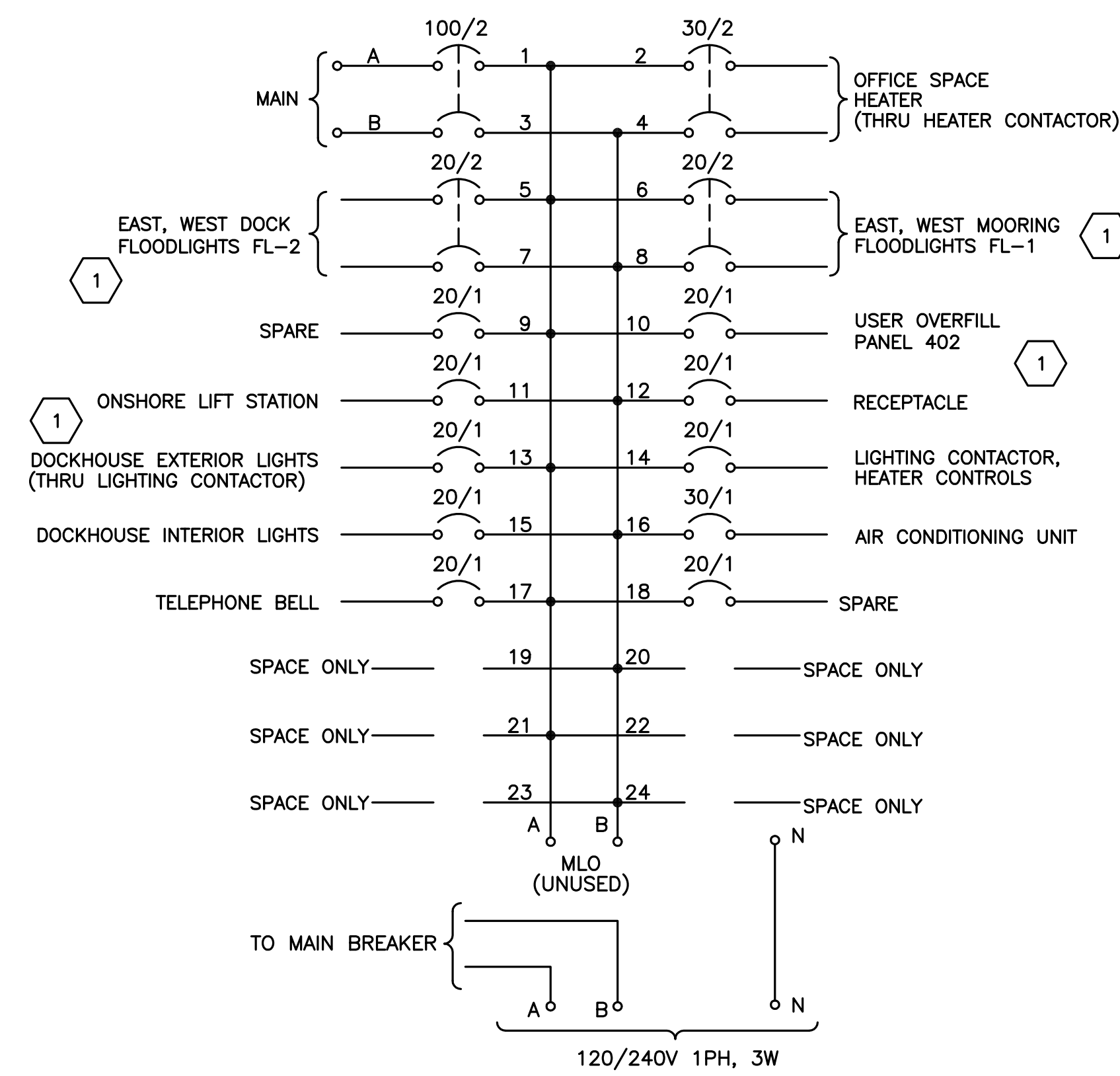
DWG. NO. 10029A-19



LIGHTING CONTACTOR (LC)
SCALE: N.T.S.



HEATING CONTACTOR (HC)
SCALE: N.T.S.



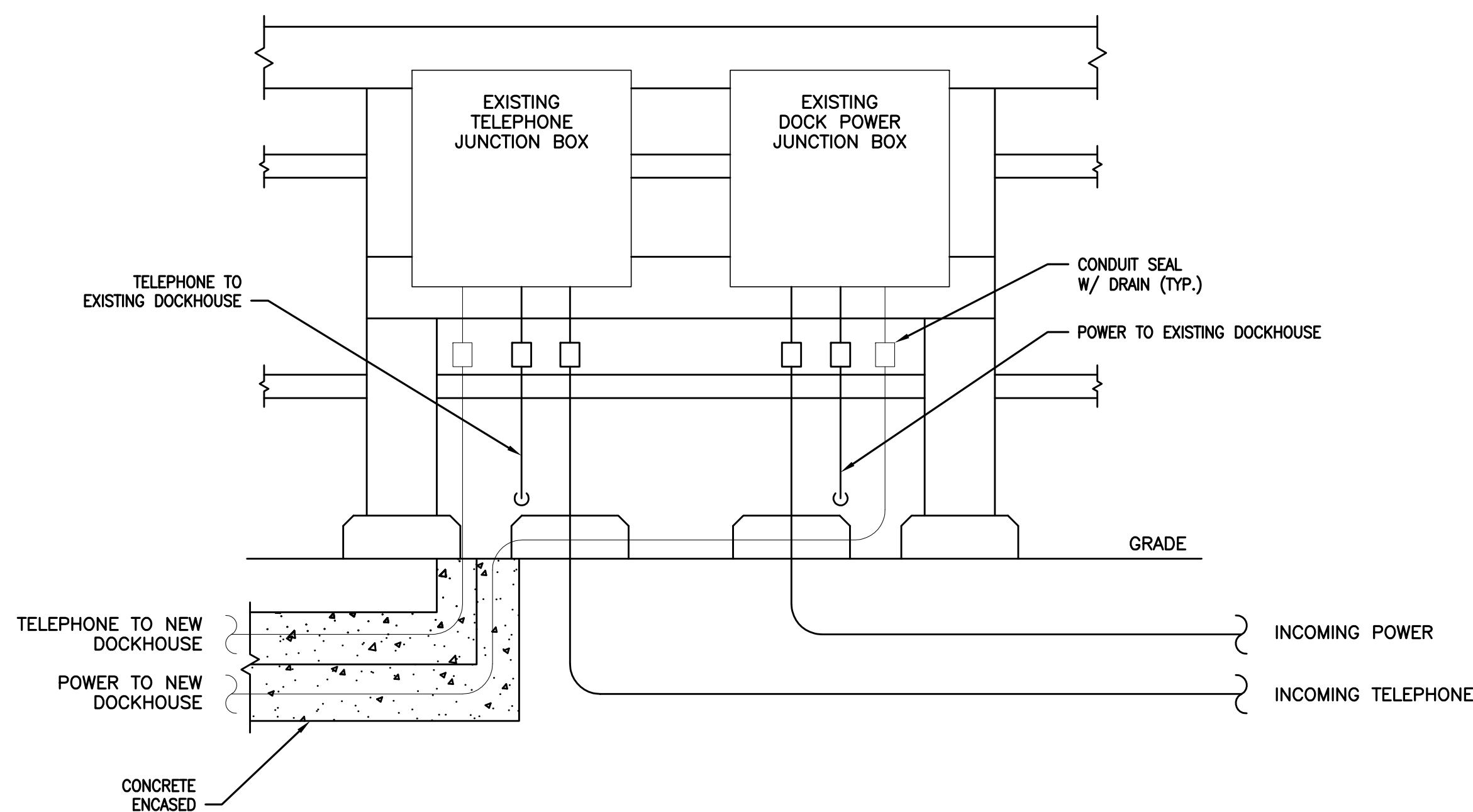
PANEL P SCHEDULE
SCALE: N.T.S.

100 AMP, 120/240 VOLT, 1 PHASE, 100A/2P MAIN BREAKER, 24 CIRCUIT, CLASS 1, DIV. 1 GROUP C & D 10,000 A.I.C. RMS SYMMETRICAL. ALL BREAKERS UL LISTED HACR TYPE

- LEGEND
- DEVICE LOCATION:
▲ REMOTE FROM CONTACTOR
⊙ CONTACTOR FRONT COVER
- CONTACTOR ENCLOSURE:
[3] TERMINAL STRIP
⊗ PILOT LIGHT (RED COLOR)
⊞ CONTACTS, NORMALLY OPEN (ENERGIZE TO CLOSE)
⊞ THREE POSITION SWITCH

CONSTRUCTION NOTES

- 1 RECONNECT AS REQUIRED.



1 EXISTING J.B. DETAIL
18/20 SCALE: N.T.S.

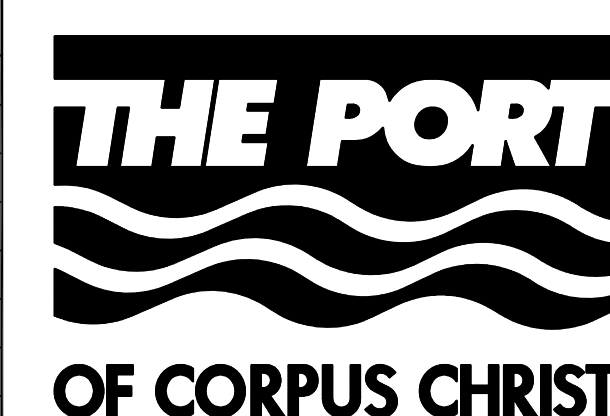


THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY RICHARD C. PITTMAN, P.E., TEXAS NO. 37232 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.

NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1

PCCA PROJ. #10-029A

SHEET 20 OF 22

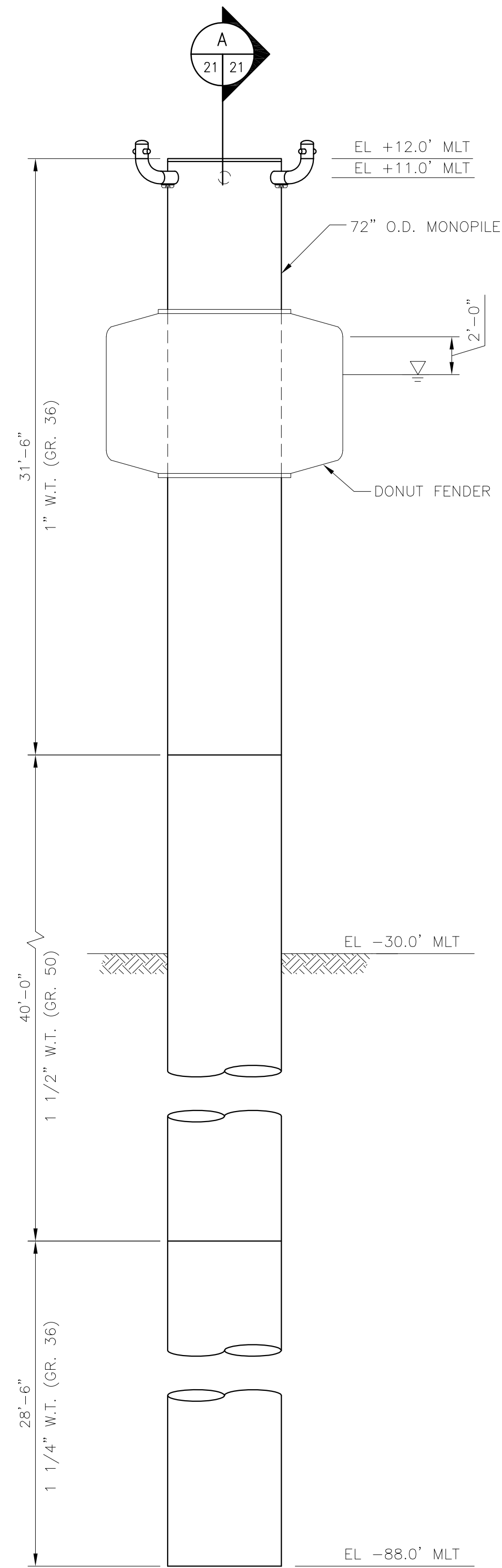


PORT OF CORPUS CHRISTI AUTHORITY

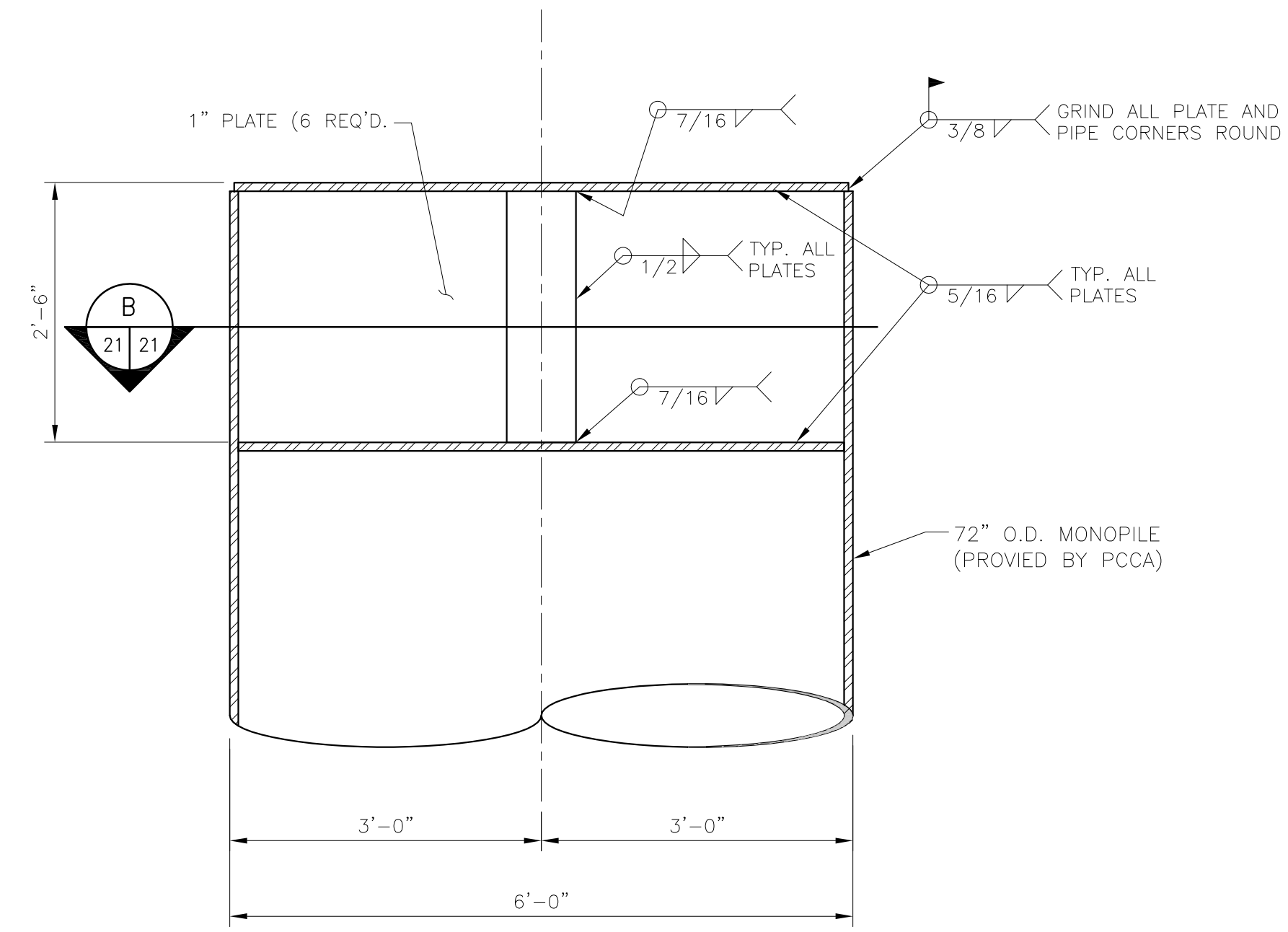
OIL DOCK NO. 9
ALLISION REPAIRS

SCALE: AS NOTED	ADDITIVE BID ITEM 1 ELECTRICAL SCHEMATIC DIAGRAMS	DATE: APRIL 2010
DWN. BY:		DWG. NO. 10029A-20

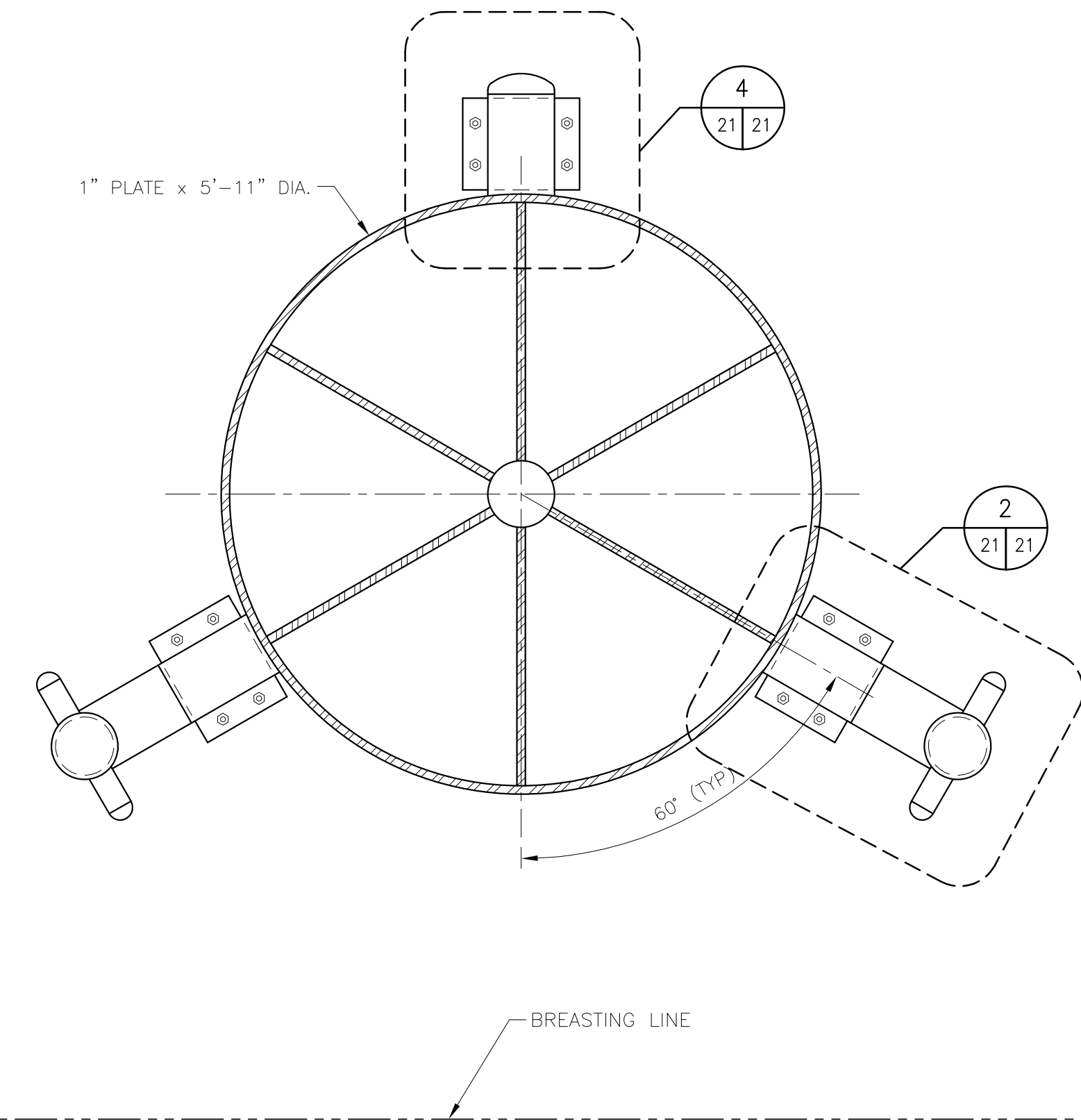
HDR/SMA JOB NO. 134897



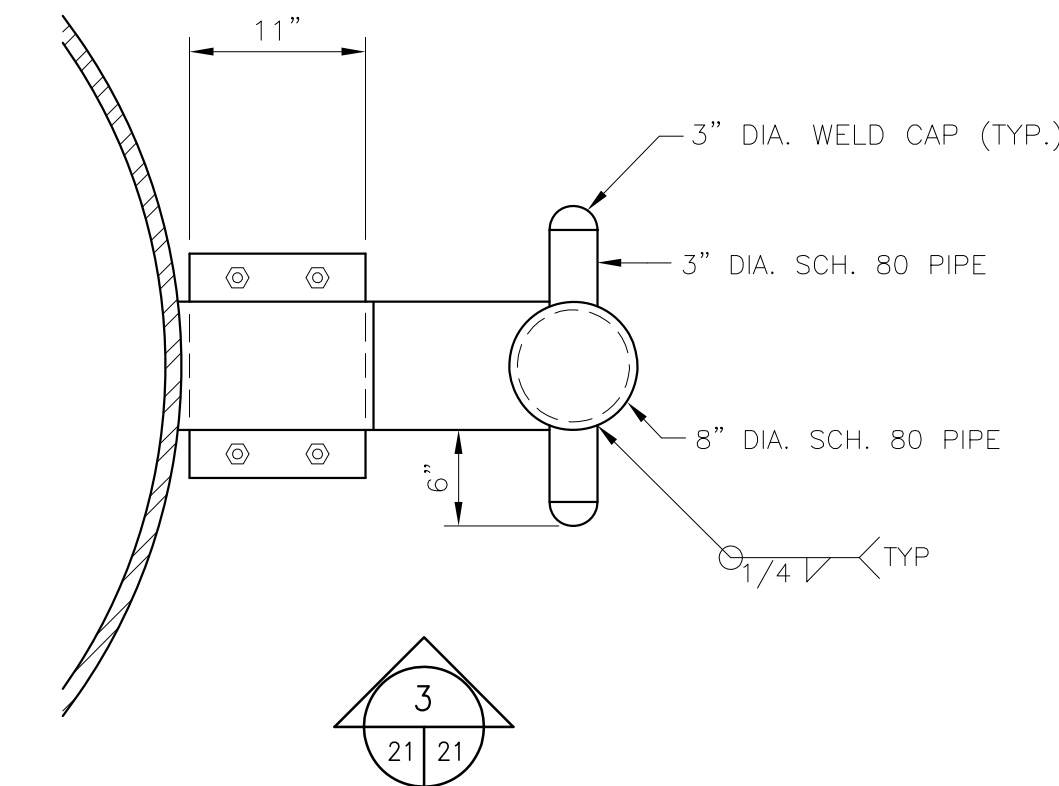
1 MONOPILE DETAIL
SCALE: 3/16" = 1'-0"



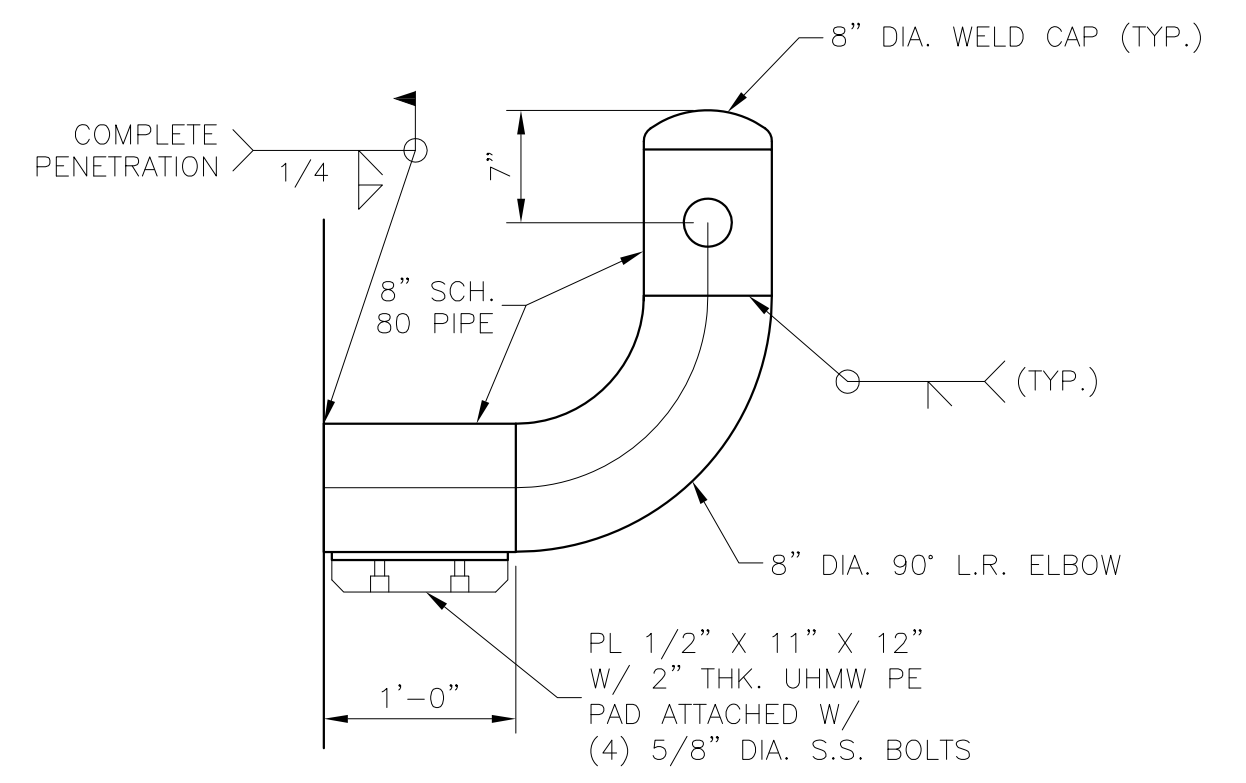
A SECTION
SCALE: 3/4" = 1'-0"



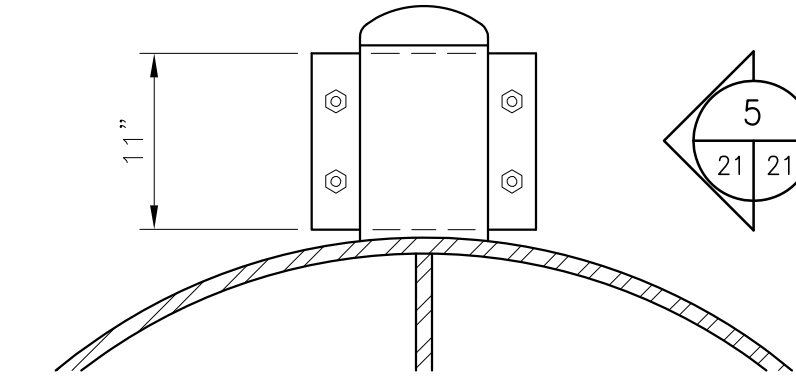
B SECTION
SCALE: 3/4" = 1'-0"



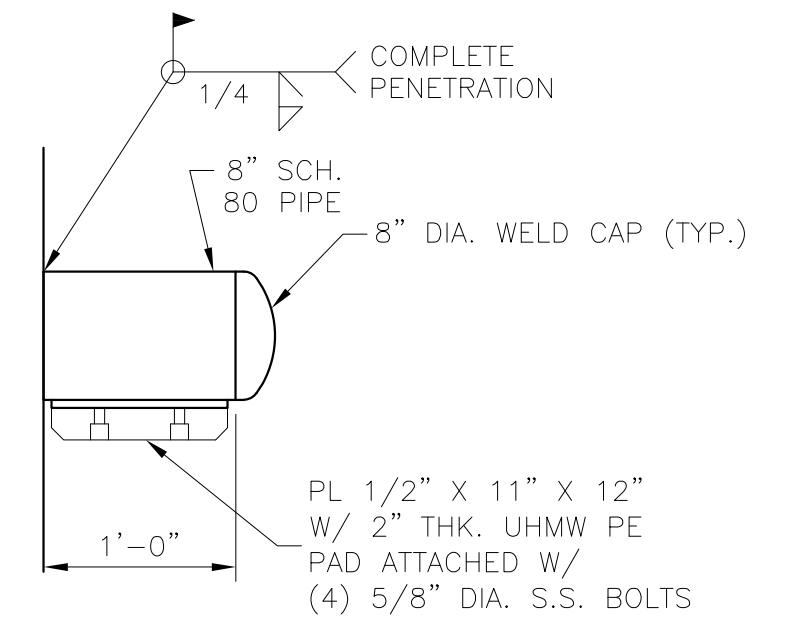
2 DETAIL
SCALE: 1" = 1'-0"
VIEW ROTATED 30°



3 ELEVATION
SCALE: 1" = 1'-0"



4 DETAIL
SCALE: 1" = 1'-0"

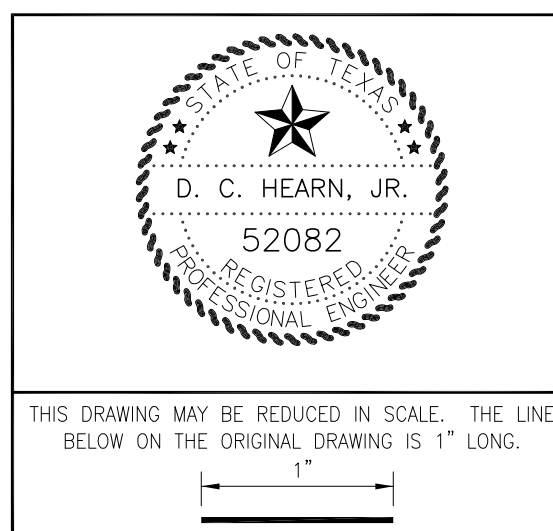


5 ELEVATION
SCALE: 1" = 1'-0"

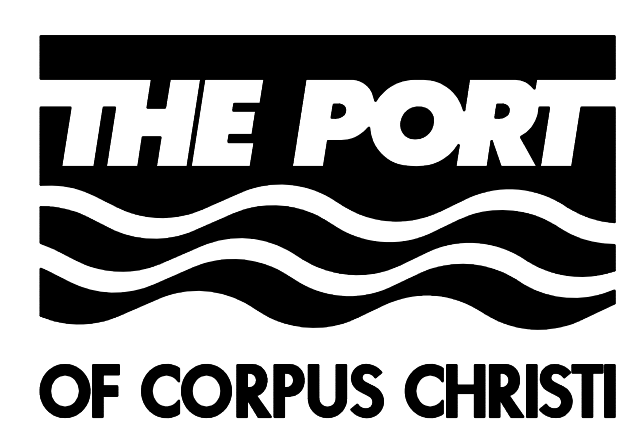
CONSTRUCTION SEQUENCE:

1. TRANSPORT 72" DIA. X 108'-6" LONG PIPE FROM STORAGE YARD TO FABRICATION FACILITY.
2. MODIFY PIPE LENGTH.
3. RECOAT TOP 50' W/ COAL TAR EPOXY.
4. INSTALL PILE.
5. INSTALL FENDER.
6. WELD MOORING BITS.
7. REPAIR COATING AND RECOAT TOP.

THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1



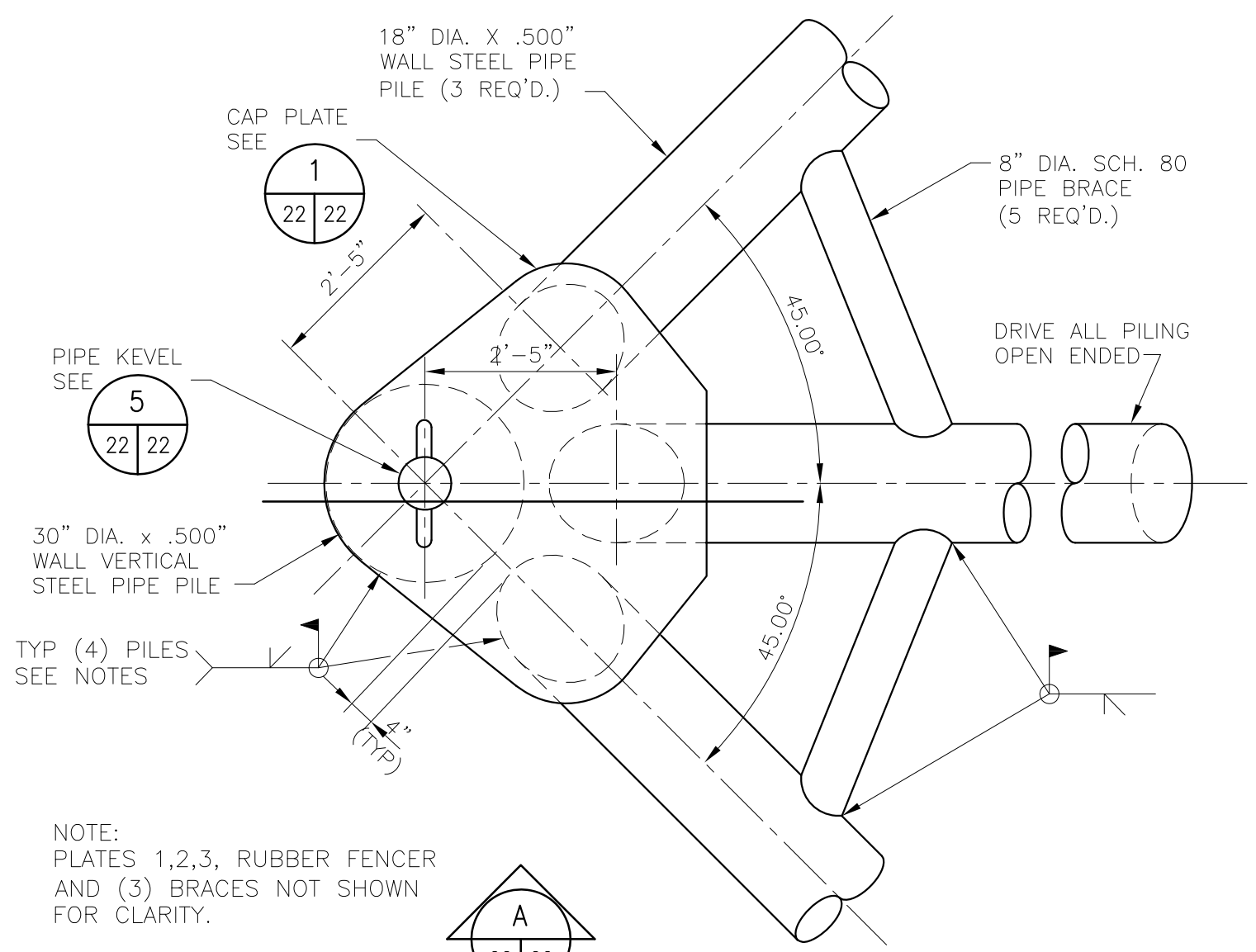
PCCA PROJ. #10-029A

SHEET 21 OF 22

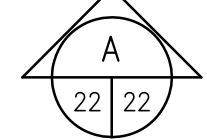
PORT OF CORPUS CHRISTI AUTHORITY		
OIL DOCK NO. 9 ALLISION REPAIRS		
SCALE: AS NOTED	ADDITIVE BID ITEM 2	DATE: APRIL 2010
DWN. BY: DRJ/BBI	MONOPILE BREASTING STRUCTURE	DWG. NO. 10029A-21

HDR/SMA JOB NO. 134897

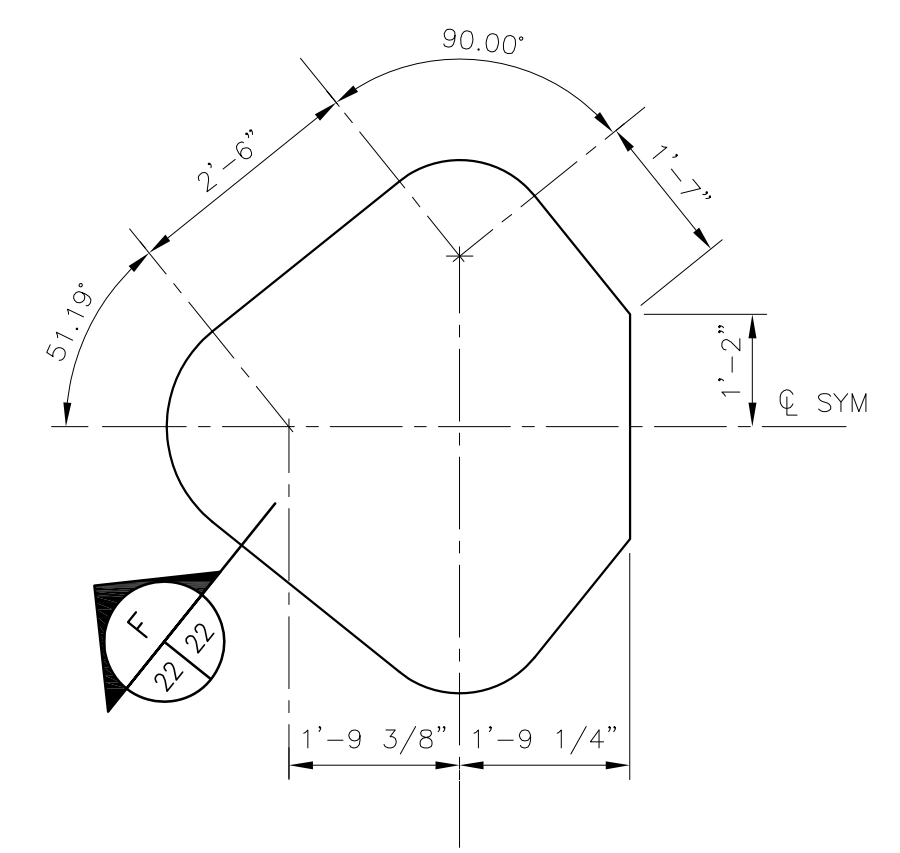
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NOTE: PLATES 1,2,3, RUBBER FENDER AND (3) BRACES NOT SHOWN FOR CLARITY.

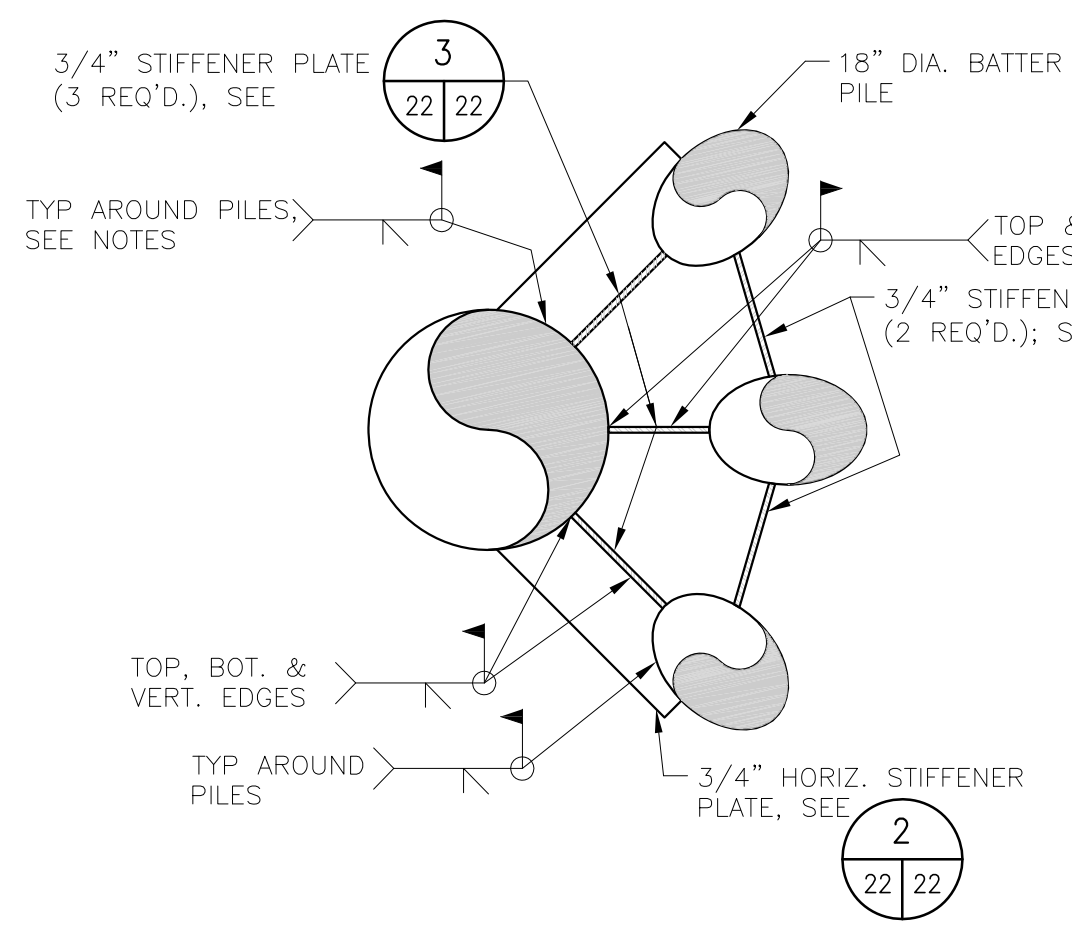


1 FOUR PILE CLUSTER PLAN
SCALE: 1/2" = 1' - 0"

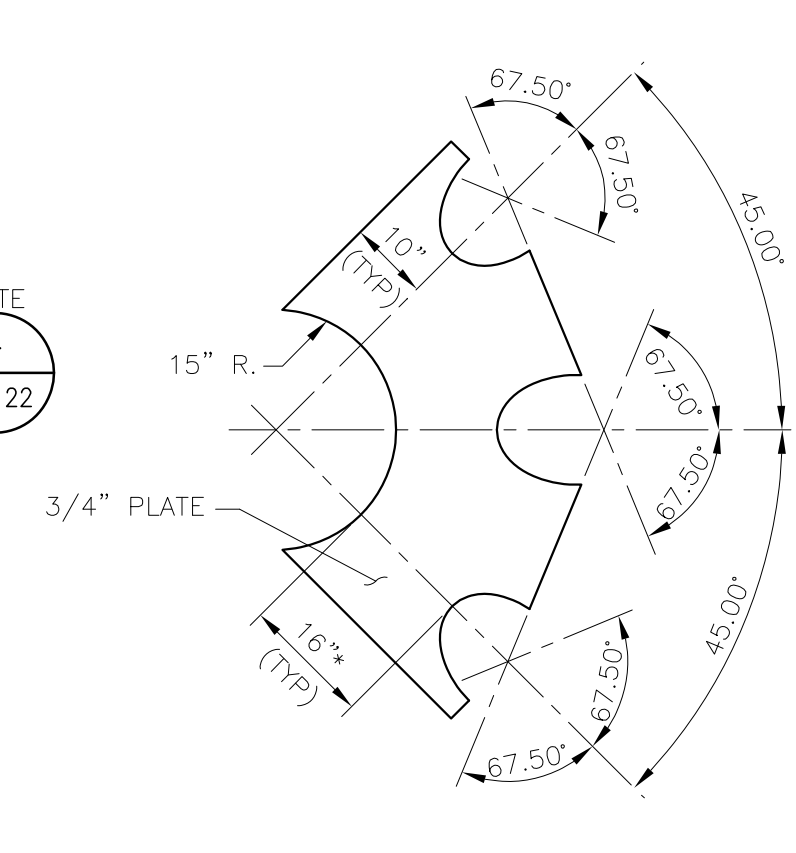


NOTE: ADJUST DIMENSIONS AS REQ'D TO FIT "AS DRIVEN" PILE LOCATIONS.

1 CAP PLATE DETAIL
SCALE: 1/2" = 1' - 0"

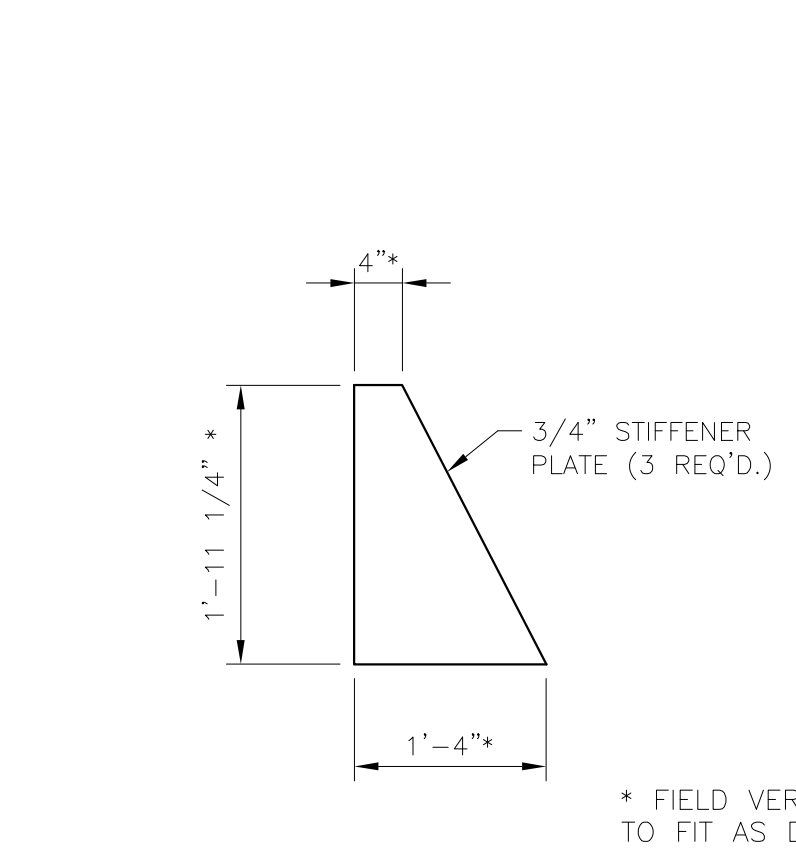


B SECTION
SCALE: 1/2" = 1' - 0"

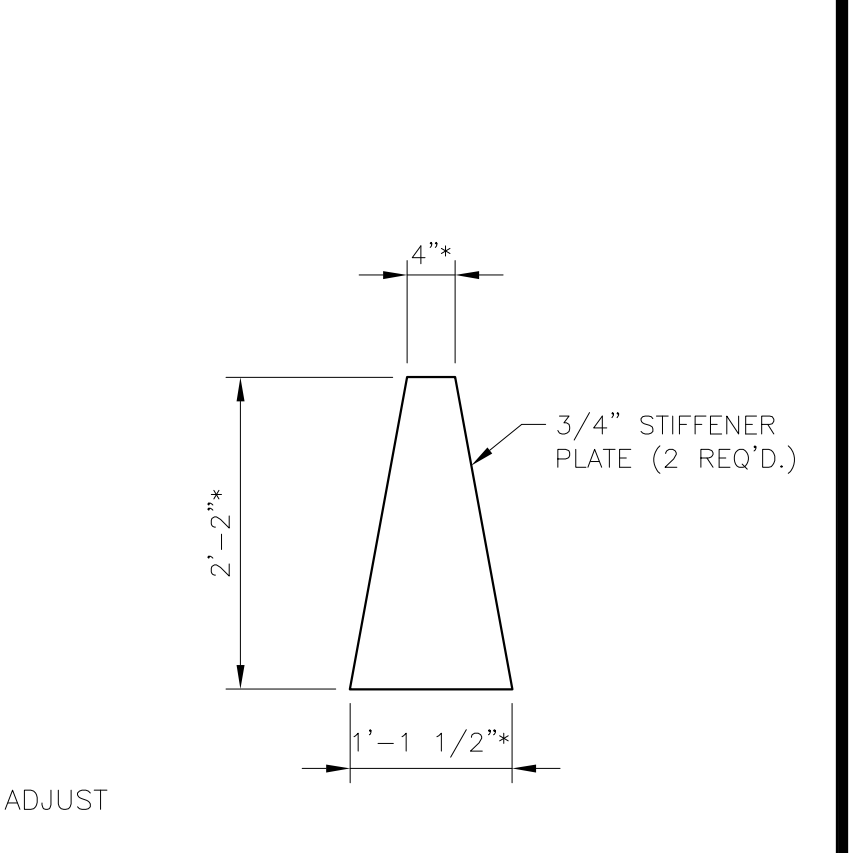


NOTE: ADJUST DIMENSIONS AS REQ'D TO FIT "AS DRIVEN" PILE LOCATIONS.

2 PLATE 1 DETAIL
SCALE: 1/2" = 1' - 0"

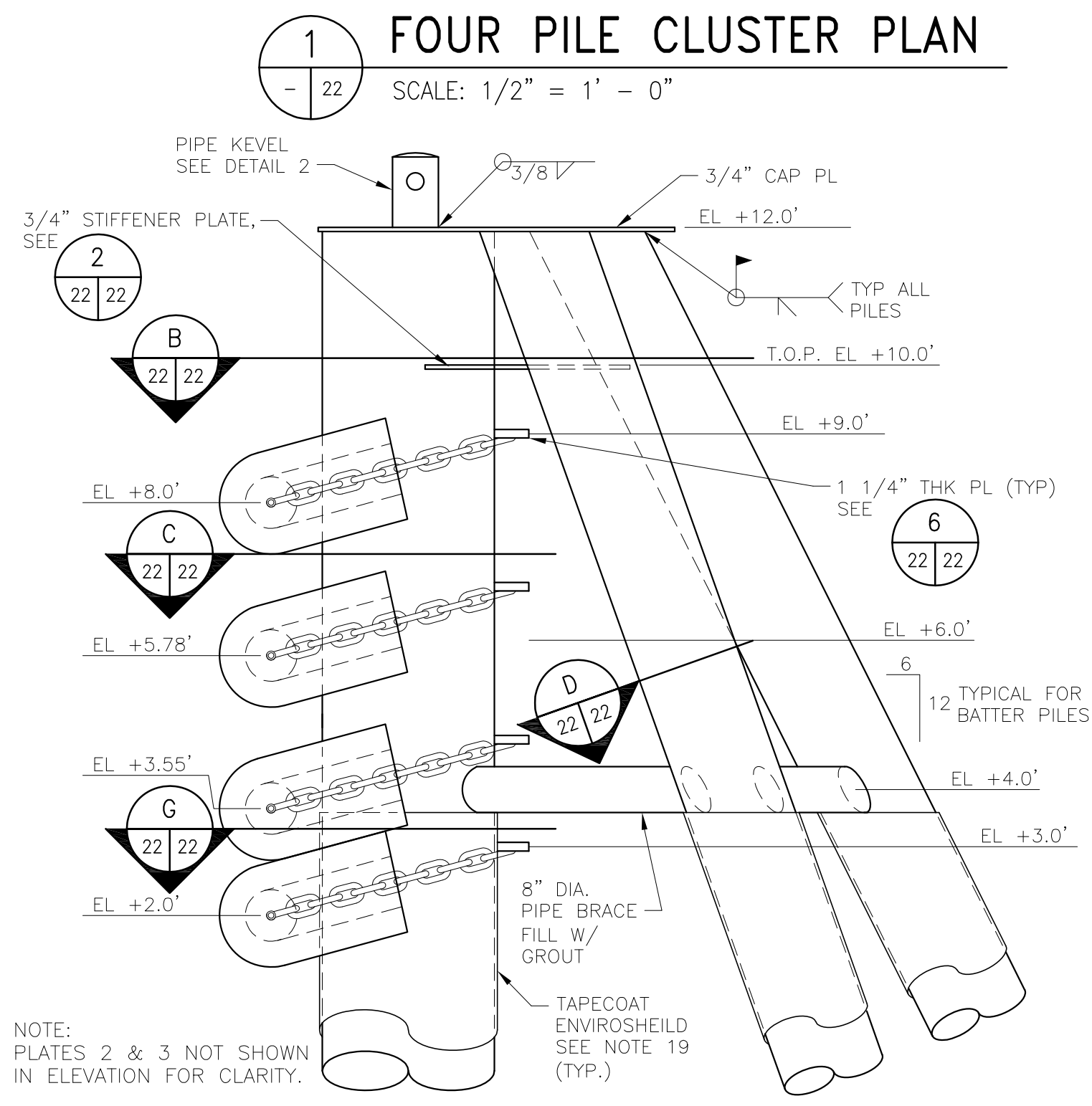


3 PLATE 2 DETAIL
SCALE: 1/2" = 1' - 0"



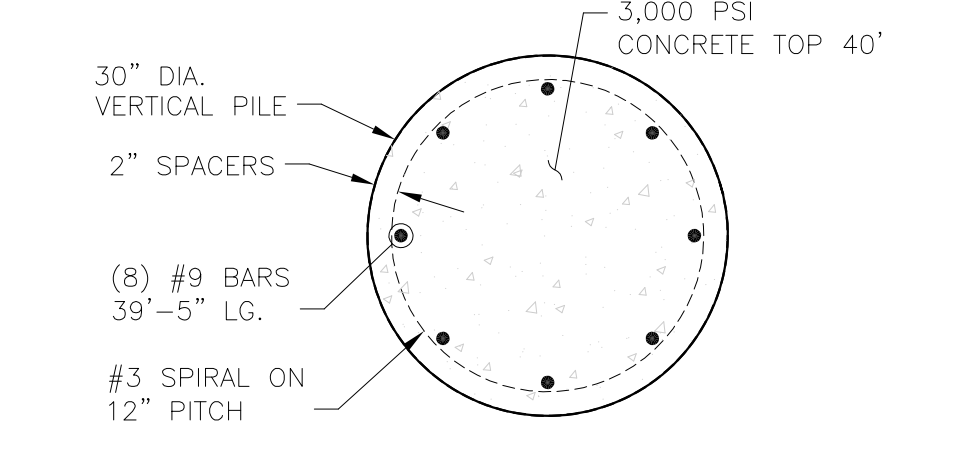
4 PLATE 3 DETAIL
SCALE: 1/2" = 1' - 0"

* FIELD VERIFY - ADJUST TO FIT AS DRIVEN DIMENSIONS.

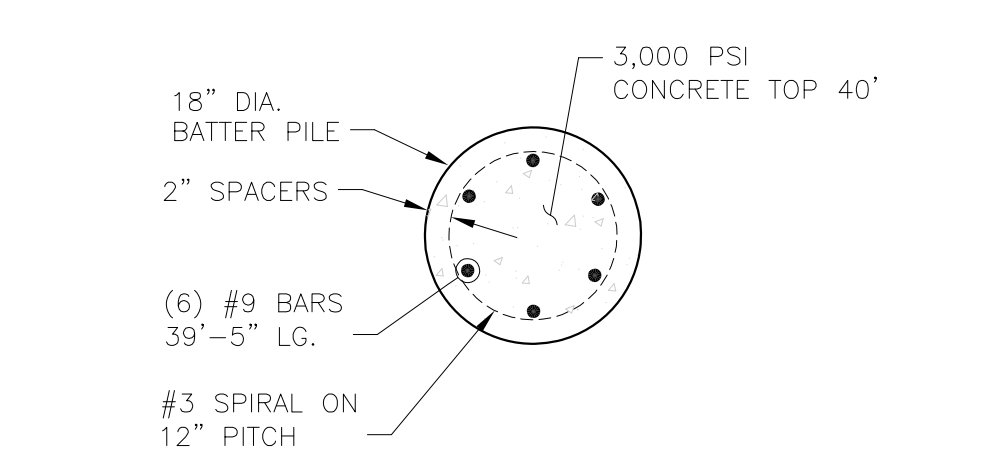


NOTE: PLATES 2 & 3 NOT SHOWN IN ELEVATION FOR CLARITY.

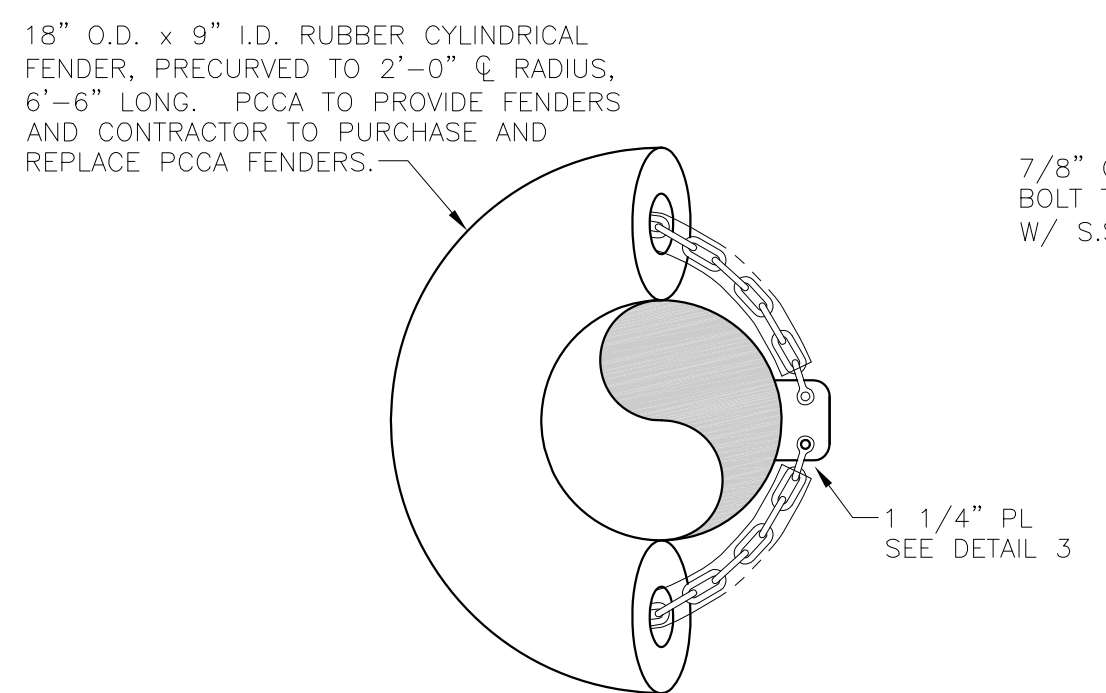
A FOUR PILE CLUSTER ELEVATION
SCALE: 1/2" = 1' - 0"



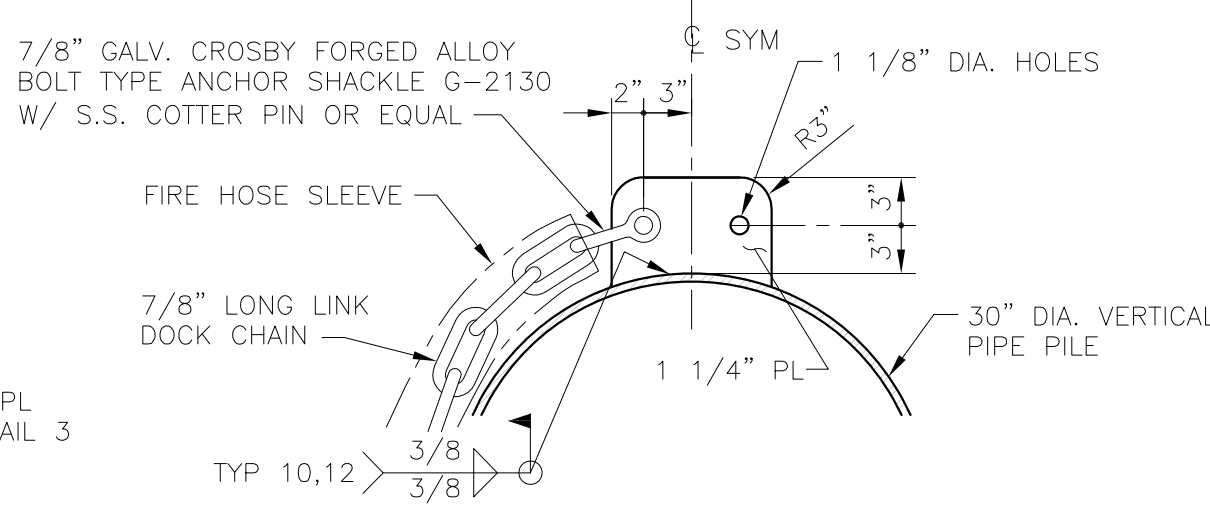
C 30" DIA. PILE SECTION
SCALE: 3/4" = 1' - 0"



D 18" DIA. PILE SECTION
SCALE: 3/4" = 1' - 0"



G SECTION
SCALE: 1/2" = 1' - 0"

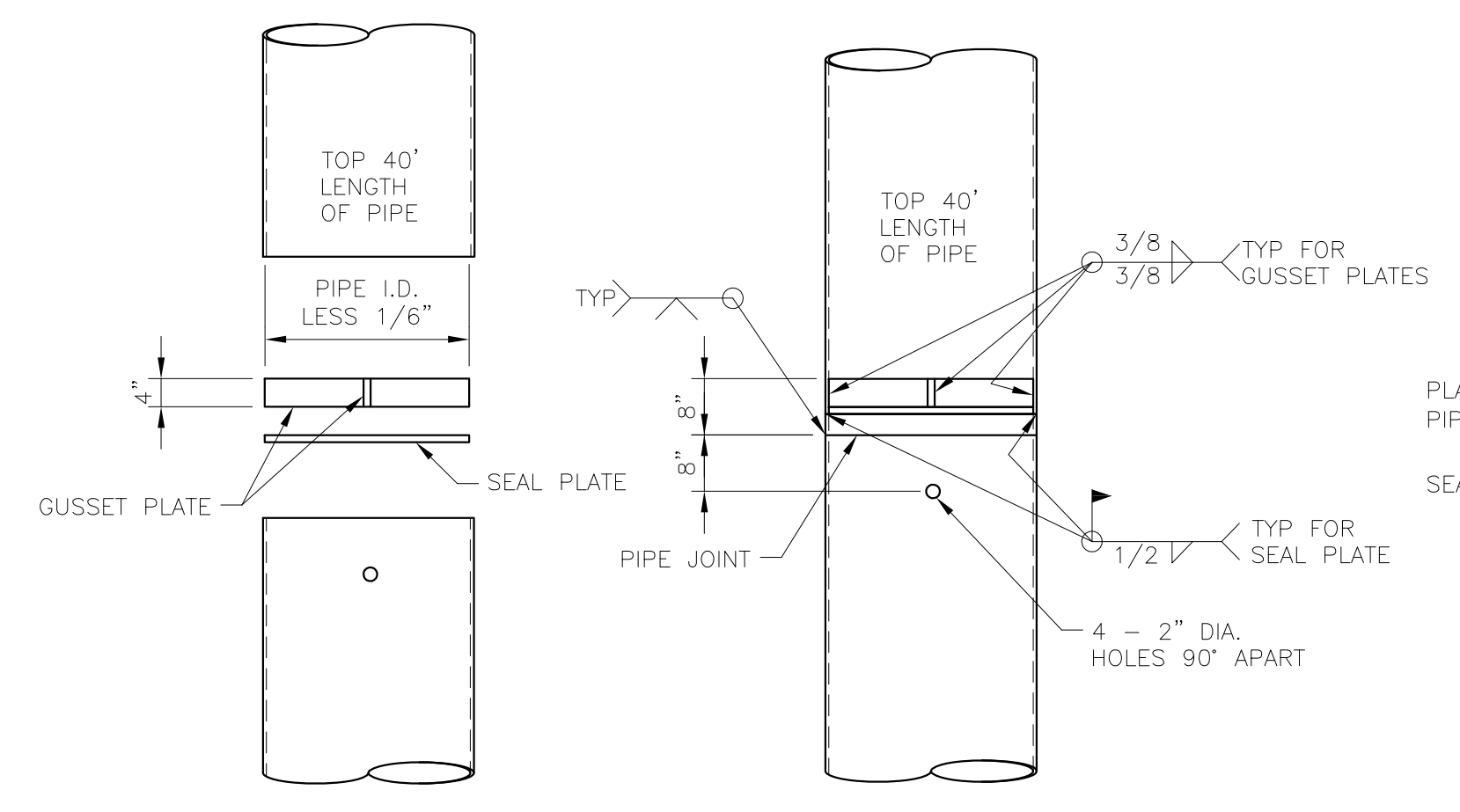


(VIEW IS ROTATED 90° COUNTER CLOCKWISE)

6 DETAIL
SCALE: 1/2" = 1' - 0"

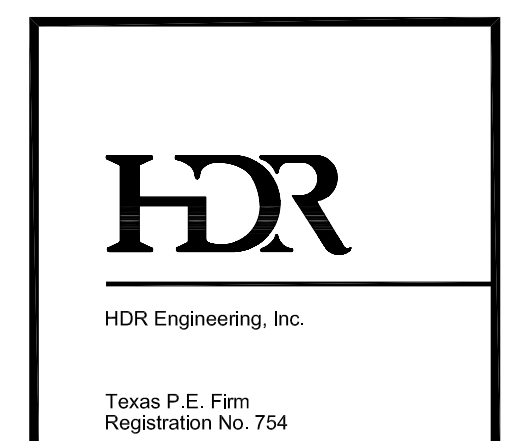
NOTES:

- ALL STEEL PILING SHALL BE NEW ASTM A-252, GR. 2 OR BETTER, WITH A MINIMUM YIELD STRENGTH OF 50 KSI.
- ALL SPICE WELDS ON PILING SHALL BE RADIOGRAPHICALLY EXAMINED AT THE CONTRACTOR'S EXPENSE.
- VERTICAL PIPE PILE SHALL BE 30" DIAMETER HAVING 0.500" WALL THICKNESS. PILING SHALL BE DRIVEN TO A MINIMUM PILE TIP PENETRATION OF -79 FEET M.L.T. MINIMUM INSTALLED PILE LENGTH IS 90 FEET.
- BATTER PILE SHALL BE 18" DIAMETER HAVING 0.500" WALL THICKNESS. PILING SHALL BE DRIVEN TO A MINIMUM PILE TIP PENETRATION OF -70 FEET M.L.T. MINIMUM INSTALLED PILE LENGTH IS 92 FEET.
- MINIMUM INSTALLED LENGTH MAKES NO ALLOWANCE FOR TEMPLATES, CUT-OFFS DIVING WITH A STRINGER OR OTHER FIELD VARIATIONS. CONTRACTOR SHALL INSURE THAT SUFFICIENT PILE LENGTH IS FABRICATED TO INSURE REQUIRED PILE PENETRATION.
- ALL PILING SHALL BE DRIVEN OPEN ENDED, WITH INTERMEDIATE SEAL PLATE AS SHOWN. SEE SHEET 4 FOR SOIL BORING LOGS.
- CONTRACTOR SHALL NOTIFY THE ENGINEER 24 HOURS PRIOR TO DRIVING THE FIRST PILE IN EACH STRUCTURE SO THAT THE ENGINEER MAY BE PRESENT DURING DRIVING.
- ALL PILING SHALL HAVE THE TOP 40 FEET FILLED WITH CONCRETE HAVING A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 5,000 PSI AND REINFORCED AS SHOWN ON THIS DRAWING.
- ALL REINFORCING STEEL FOR CONCRETE FILL INSIDE PIPE PILING SHALL COMPLY WITH THE REQUIREMENTS OF ASTM A-615, GR. 40.
- ALL WELDS ON PIPE PILES, BRACES AND PLATES SHALL MEET THE REQUIREMENTS OF STRUCTURAL WELDING CODE AWS D-1.1.
- ALL WELD ON PIPE PILES, PIPE BRACES, HORIZONTAL PLATES AND VERTICAL GUSSETS SHALL BE COMPLETE PENETRATION ON AND COMPLETELY AROUND ALL EDGES, UNLESS OTHERWISE NOTED.
- ALL WELD SHALL BE GROUND SMOOTH BEFORE SANDBLASTING.
- ALL PLATE STEEL SHALL COMPLY WITH THE REQUIREMENTS OF ASTM A572 GR50.
- HORIZONTAL AND GUSSET PLATE DIMENSIONS ARE APPROXIMATE AND MUST BE FIELD MEASURED FOR ACCURATE FABRICATION AFTER DRIVING PILING.
- ALL EXPOSED EDGES SHALL BE CUT AND GROUND SMOOTH AS DETAILED BEFORE SANDBLASTING OPERATIONS BEGIN.
- CORROSION PROTECTION FOR PIPE PILES AND STRUCTURAL STEEL SHALL BE THE COATING SYSTEM DESCRIBED IN "COALTAR EPOXY COATING" IN THE SPECIFICATIONS. THE TOP 50 FEET OF THE STRUCTURE SHALL BE COATED PER THESE SPECIFICATIONS.
- ALL CHAINS AND CONNECTING HARDWARE SHALL BE HOT-FIP GALVANIZED IN ACCORDANCE WITH THE SPECIFICATIONS.
- PROVIDE (2) 90 LB. ZINC/ALUMINUM ANODES FOR EACH PILE. INSTALL WELDED LUGS FOR BOLTED CONNECTION PRIOR TO COATING PILES. ARRANGE ANODE LOCATIONS AS DIRECTED BY THE PCCA.
- PROVIDE (2) TAPECOAT ENVIROSHIELD SERIES R (TOTAL 10') MODULES FOR EACH PILE. INSTALL FROM THE BOTTOM PIPE BRACE, DOWNWARD.



7 TYPICAL SEAL PLATE DETAILS
SCALE: 1/2" = 1' - 0"

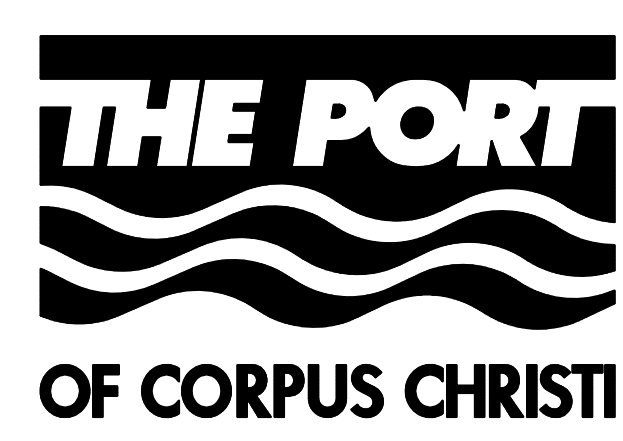
THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY D. C. HEARN, P.E., TEXAS NO. 52082 ON 04/22/10. ALTERATION OF A SEALED DOCUMENT WITHOUT PROPER NOTIFICATION TO THE RESPONSIBLE ENGINEER IS AN OFFENSE UNDER THE TEXAS ENGINEERING PRACTICE ACT.



NO.	DATE	REVISION
0	4/13/10	ISSUED FOR BIDS
1	4/22/10	ADDENDUM NO. 1

PCCA PROJ. #10-029A

SHEET 22 OF 22



PORT OF CORPUS CHRISTI AUTHORITY		
OIL DOCK NO. 9 ALLISION REPAIRS		
SCALE: AS NOTED	ADDITIVE BID ITEM 3	DATE: APRIL 2010
DWN. BY: DRJ/BBI	FOUR PILE BREASTING STRUCTURE	DWG. NO. 10029A-22

HDR/SMA JOB NO. 134897

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